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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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Five thousand cheer as a new Tartar is launched at Devonport

THIRD FIGHTING SHIP TO BE BUILT AT THE YARD SINCE THE WAR

H.M.S. Tartar, the third fighting ship to be built in Devonport Dockyard since the war, slid gracefully into the Hamoaze on September 19 as she was launched by Lady Tyrwhitt, wife of the Second Sea Lord, Vice-Admiral Sir St. John R. J. Tyrwhitt.

Immediately after Lady Tyrwhitt had smashed the traditional bottle of wine across the bows and had cut the rope which secured the last light holding wires, the Tartar started down the slipway and, to the accompaniment of a roar of applause from the 5,000 spectators and "Rule, Britannia" from the Commander-in-Chief's Royal Marine Band, she was afloat.



Lady Tyrwhitt and the Manager, Constructive Department, Mr. E. F. Craggs

The keel of H.M.S. Tartar was laid down last October by Lady Peile, wife of the Admiral Superintendent, Devonport Dockyard, Vice-Admiral Sir Lancelot Peile.

Tartar, one of the seven Tribal class general purpose frigates, ordered under the 1955-56 Navy Estimates, is the fourth of her class to be launched. When completed her displacement will be 2,800 tons (full load). The overall length of the Tribals is 360 feet and the complement is about 230.

Her armament is two 4.5 in. guns and two 40 mm. Bofors A.A., with a Limbo three-barrelled depth bomb thrower. The Tribals are the first frigates to be designed to carry a helicopter for anti-submarine work.

Admiral Tyrwhitt is a former commanding officer of a previous Tartar, of which there have been 17 others. Battle honours range from Velez Malaga, 1704, to Burma, 1945.

Lady Tyrwhitt was greeted on her arrival by Admiral Sir Richard Onslow, Commander-in-Chief, Plymouth, Vice-Admiral Peile and Capt. P. J. Cowell, Captain of the Dockyard, and was presented with a bouquet by eight-year-old Marilyn Greenway, daughter of Mr. and Mrs. W. G. Greenway, of Penryn Cross. Mr. Greenway worked on the ship as an electric welder.

ALBION TO BE SECOND COMMANDO CARRIER

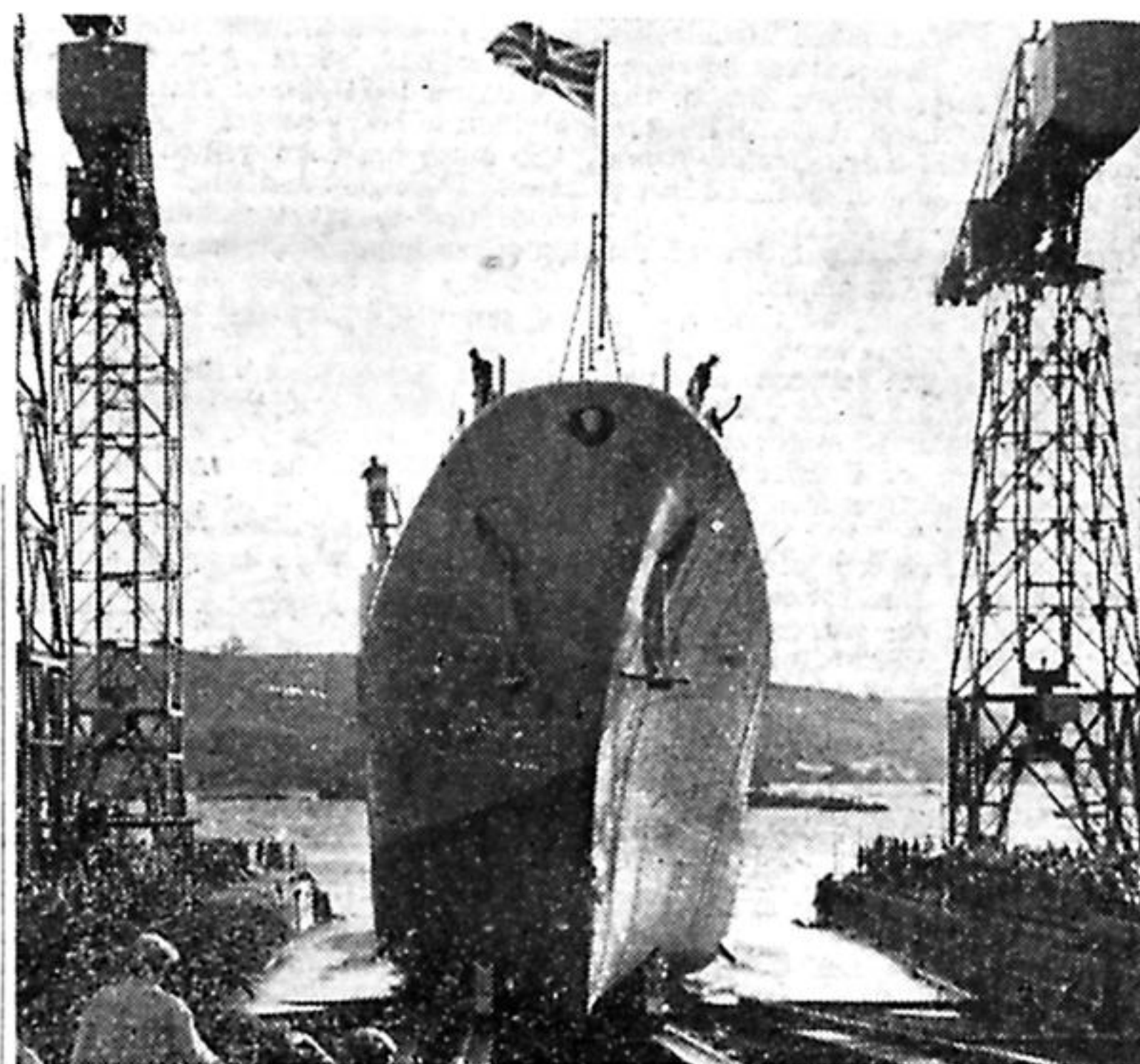
BRITAIN'S second commando carrier is to be H.M.S. Albion.

She will be taken in hand next February and the conversion will take place in Portsmouth Dockyard.

This information was given by the Civil Lord of the Admiralty, Mr. C. Orr-Ewing, when H.M.S. Nubian was launched on September 6.

Royal Marines rescue villagers

ROYAL Marines from the Infantry Training Centre, Lympstone, used assault boats and rafts to rescue children and villagers from Exton and other villages on the Exe estuary during floods which inundated the West Country during the last days of September.



H.M.S. Tartar as she took to the water on September 19 after being named and launched by Lady Tyrwhitt

ANOTHER NUCLEAR SUBMARINE

AS foreshadowed by the First Lord of the Admiralty in May last, the terms of contract for a second nuclear powered submarine have now been settled and the shipbuilders, Vickers-Armstrongs (Shipbuilders) Ltd., have been authorised to put the work in hand.

The principal sub-contractors will be Vickers-Armstrongs (Engineers) Ltd., for the machinery and its installation, and Messrs. Rolls-Royce and Associates for the nuclear steam raising plant.

Five years without refuelling

THE largest warship ever built, the United States Navy aircraft carrier Enterprise (75,700 tons standard displacement), and the first carrier to be nuclear-powered, was "launched" (she was flooded up in the dry dock in which she was built) at Newport News, Virginia, on September 24.

With an overall length of 1,100 feet and a flight deck beam (max.) of 252 feet, the carrier will have a complement of 440 officers and 4,000 men.

Enterprise will be capable of steaming for five years without refuelling.

OFFICERS AND MEN FROM TEN SHIPS SHARE £100,000

Navy gets biggest ever salvage award 1958 RESCUE PAY OUT

Sabotage in H.M.S. Battleaxe

THE Weapon class radar and picket destroyer H.M.S. Battleaxe had to leave, temporarily, the recent NATO exercises in the North Atlantic and North Sea, because of damage to the cables of a radar set.

The damage was quickly repaired and the ship rejoined the fleet for the remainder of the exercises.

An Admiralty spokesman stated that the cables had been "maliciously damaged" and subsequently a rating was charged.

The rating, Dennis Alan Hill, was found guilty at a court-martial on September 28, at Donibristle, and sentenced to 18 months' imprisonment and to be discharged from the Service with disgrace.

It will be remembered that in August Battleaxe was involved in a collision at Portsmouth when she dragged H.M.S. Wakeful from a berth alongside and Wakeful damaged H.M.S. Apollo.

This latest case of sabotage recalls the case of sabotage in H.M.S. Dainty, as the result of which four young ratings were sent to prison and were discharged from the Service "in disgrace."

NEARLY 3,700 officers and men of the Royal Navy and Royal Fleet Auxiliary are to share a salvage award of almost £100,000 for their work in salvaging the tankers Melika and Fernand Gilabert which caught fire and were abandoned after a collision in the Arabian Sea two years ago.

The award now settled between the Admiralty and the owners of the two tankers is the largest sum ever obtained for a salvage operation by H.M. ships.

The 3,677 officers and men of eight H.M. ships and two Royal Fleet Auxiliaries who qualify for the award will all receive their money within the next few weeks. Serving personnel will be paid automatically, but men entitled to share who have since left the Service will have to apply to the Director of Navy Accounts (Branch 3a), Admiralty, Bath.

Ships sharing the award are the carrier H.M.S. Bulwark (which had the overall direction for the tow of Melika to Muscat), the cruisers Sheffield and Ceylon, the frigates Puma, Loch Alvie, St. Bride's Bay, Loch Killisport, the Naval tug Warden, the Royal Fleet Auxiliary oiler Cedardale and the R.F.A. salvage vessel Sea Salvor.

ABLAZE AND ABANDONED

This salvage operation began on September 13, 1958, when H.M. Ships Bulwark and Loch Killisport intercepted distress signals in the Gulf of Oman reporting that the Liberian tanker Melika and the French tanker Fernand Gilabert had collided 150 miles to the southward. Both tankers were ablaze and abandoned when the

Royal Navy began the hazardous work of getting them in tow to reach safe anchorages.

The award of salvage money in the Royal Navy is allocated by shares based on rank or rating, and therefore relative responsibility. It applies to all ranks serving in appropriate ships at the time of salvage.

The largest single award—£699—goes to the then Commanding Officer of H.M.S. Bulwark, Capt. P. D. Gick, O.B.E., D.S.C. and Bar, R.N., who was in charge on the spot of the initial salvage operation.

Typical of some of the amounts to be received under the award now being made are: A lieutenant in H.M.S. Bulwark, £99 17s. 6d.; petty officer in H.M.S. Loch Killisport, £36 18s. 4d.; able seaman in H.M.S. Puma, £22 17s. 1d.

Nearly 200 officers and men from Bulwark, Puma and St. Bride's Bay get considerably more than the others in their ships for their work as members of the boarding parties which went on board the two blazing tankers.

Members of these boarding parties will get awards, such as £190 18s. 9d. (lieutenant), £76 7s. 6d. (petty officer) and £47 14s. 8d. (able seaman).

The Admiralty will also receive £300,000 under the award. This amount, of course, is to cover the cost of providing the ships and men, fuel, etc., used in the salvage.

Sales of Senior Service have increased ten-fold in just ten years. These figures can mean only one thing—that ten times as many people now know that Senior Service give the same full enjoyment every time.

VIRGINIA TOBACCO AT ITS BEST

WELL MADE WELL PACKED

Navy News

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EDITORIAL

THE House of Commons Select Committee on Estimates last month produced a report on the workings and costs of the Admiralty.

The report made two main criticisms, viz. (1) the Division of the Admiralty between London and Bath and (2) the employment of too many officers in posts which could be filled by civilians.

The Select Committee stated that the Admiralty headquarters organisation is too large for the size of the operational fleet and above all it is too complicated and unsatisfactory from the point of view of both efficiency and economy.

The Committee stated that of the 9,510 Admiralty Headquarters Staff, 4,700 were at Bath and this division necessitated a considerable expenditure in journeys between the two places, and whilst being disturbed at this expenditure, is more concerned with the waste of time, energy and efficiency which the travelling must entail.

A recommendation of the Committee is that Naval officers should serve at least three years at a time instead of the present two and that senior officers should serve for four or five years.

The estimates of the other Services will come "under fire" in due course, but there are one or two things which may be said of this report.

Regarding the division of the Admiralty between London and Bath, we are always hearing that London is far and away too big. Certainly the labyrinthine buildings of Whitehall and Queen Anne's are so big that, even now, frustration, to visitors, is the order of the day. To provide accommodation elsewhere to house the complete Admiralty would mean astronomical costs which would make the £30,000-odd now spent annually on travelling between London and Bath mere chicken feed. Certainly the present London buildings could not cope with wholesale transfers from Bath.

Coming to the replacement of Naval officers by civilians, would this make for efficiency? How often, in pre-war days, was it not said by those at sea: "If only more naval officers were in Admiralty such and such a thing would not happen."

To most people in the Service it was, and is, felt that the need for persons with a Naval background and

(Continued in column 2)

Nelson would have welcomed the nuclear age

(By ACHARBEE)

*"While the rivers shall run to the ocean,
While the shadows shall move in the mountain valleys,
While the sky shall feed the stars,
Always shall thy honour, and thy name and thy glory abide."*

THE above lines by Virgil, quoted by Admiral of the Fleet Lord Cunningham, on the occasion of a Trafalgar Night dinner in the Royal Naval Barracks, Portsmouth some years ago, came to my mind when considering what to say about Admiral Lord Nelson and the Battle of Trafalgar, for this issue of NAVY NEWS.

So much has been written and said about Trafalgar and the illustrious victor that to say something new is almost an impossibility and to say the old things in a new vein not only difficult but also boring to the readers.

There is one aspect, however, of Admiral Nelson that I feel is somewhat neglected and that is his foresightedness. He was always in the forefront of developments and had he lived in this day and age there is no doubt but that he would have revelled in modern science in its application to the Navy.

Those who have persisted in things Nelson because "Nelson did it that way" (and over the 155 years since his death there have been many with that mentality in the Navy), do him a great disservice. He would have welcomed the ironclads, the big guns, the submarines, the swift frigates, the aeroplanes and nuclear power. He would have welcomed the big strides in the welfare of the men under his command, the good wholesome food and modern comforts.

(Continued from column 1)

mentality is of paramount importance at Admiralty.

The last paragraph is not intended to denigrate the work of civilians—far from it—but it seems patently obvious, to the Service man, that the running of the Navy requires first-hand knowledge of the expert both at sea and at the Admiralty.

The Committee may, perhaps, be on safer ground when it talks of the length of time officers should spend at Admiralty, but even taking into consideration the opposition to the civilianisation of the Admiralty, it must always be remembered, first and foremost, the Naval officer is part and parcel of a fighting service and he must always be abreast of happenings and conditions at sea and, therefore, perhaps the two to three years away from sea is a happy compromise.

He would have been delighted, I am sure, at the launching by Her Majesty of the nuclear-powered submarine Dreadnought which takes place, most appropriately, on Trafalgar Day.

A writer to NAVY NEWS used these words in a letter to the Editor a few days back—"Is Nelson touched by this fervent clinging to tradition and regression in a progressive service?" The short answer is a most definite "No."

I do feel that the Nelson tradition in the sense that "what was good enough for Nelson is good enough for us" is as dead as last week's mutton, but some in the Navy have not yet got round to the positive aspect of Nelson as a man of vision and forethought.

Long may his honour, his name and his glory abide and may there always be Nelsons in the Royal Navy whose love of their country and their sovereign will guide their actions in the way Lord Nelson would have acted had he been a serving officer today.

Better Opportunities for Royal Marines Promoted from Ranks

REVISED conditions announced by the Admiralty for Royal Marines Corps Commissions will mean that men promoted from the ranks will no longer be handicapped in their subsequent careers by being older than Direct Entry officers. Age limits have been lowered—in future men can be selected between the ages of 17 years 6 months and 21 years—and the new scheme provides facilities for them to qualify educationally.

When the Corps Commission officers finish their training at the Officers' Training Wing at the R.M. Infantry Training Centre at Lympstone, their seniorities on promotion to Lieutenant will be ante-dated nine months to ensure that they are equated with their Direct Entry contemporaries.

Candidates for Corps Commissions must have served on a regular engagement for six months. If selected, they will be posted to the United Kingdom to obtain educational qualifications at G.C.E. "O" level before attending an Admiralty Interview Board.

Corps Commissions were introduced in the Royal Marines in 1918 and the revised conditions provide greater opportunities for men serving in the ranks to obtain commissions at a younger age while also improving their career prospects.

Letters to the Editor

Tell it to the Marines

SIR.—When I was a small boy I spent a lot of time at Tidworth (where my father was serving with the 11th Reserve Cavalry Regiment). There, certain incidents in the riding school evoked the comment, "He ought to have joined the Horse Marines"—a statement which always brought forth gales of laughter.

I learned subsequently that the "Horse Marines" were a purely fictitious component of H.M. Forces, but was this so? I have now really seen a Horse Marine in person—and really well mounted. (See enclosed photograph).

I can only assume that all these years this force has been on the "secret list" and have only recently emerged for public view! —NORMAN COLE, Tongham, Surrey.

'Wot a clanger'

SIR.—Has anyone else told you about the photograph on page 13 of your September number? It is a negative and not a positive print and would be better viewed—don't you think?—through a mirror.

Is this "new Navy" or perhaps an Irish custom? In my days we carried our swords on the left side.—E. J. D. MARCH and others.

(The Editor is grateful to many readers for their letters on this obvious mistake. All he can say is that he is sorry and hopes such a thing will never happen again.)

Convalescent home for ex-naval men

SIR.—I have recently spent a fortnight at the Lord Kitchener Memorial Holiday Home, Lowestoft, and a very enjoyable time it was—good food, good bed, comfort and consideration. As some of the beds are sponsored by the Royal Naval Benevolent Trust, I feel that these beds should be used by ex-naval men more than they are. The management are very eager to see all the accommodation put to its fullest use.

I am sure there are quite a number of Royal Naval Association members and others who could be encouraged to avail themselves of this great opportunity to benefit their health, if others who have enjoyed its benefits proclaimed it in your paper.—F. C. PUGH, 35 Tower Road, Bexley Heath.



"Horse and Royal"

A song our grand-fathers sang

SIR.—I wonder whether one of your older readers could give me the words or name of a song which one used to hear at ships' concerts about the year 1904.

The chorus, which is the only part I can remember, went as follows:

"Home, home, sailing home over the bright blue sea,

It's years and years and donkey's years since I've been home to tea.

I've turned 93 and I'll soon be 94,

When I see my Mother and Father, my Sister and Brother

I'll never leave home any more!"

The song would hardly appeal to the modern sailor, who, it seems, is rarely away for more than a year.—E. H. STERN, Captain R.N., The Forge, Maldon.

THE PREVIOUS DAINTY

SIR.—I am writing the history of H.M.S. Dainty, as from 1938 to 1941, and would like to hear from any old shipmate's with a view to buying or borrowing snaps, etc. I was a Seaman Torpedoman during her last commission.—FRED WHITE, 11 Jesty's Avenue, Broadway, Weymouth.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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SUBMARINE COMMAND

H.M.S. Taciturn, October, at Portsmouth for service in 2nd Submarine Squadron.

H.M.S. Seraph, October, at Chatham for service in 5th Submarine Squadron.

H.M.S. Tapir, October, at Malta for service in 4th Submarine Squadron.

H.M.S. Orpheus, October, at Barrow for service in 3rd Submarine Squadron.

H.M.S. Alaric, November, at Devonport for service in 2nd Submarine Squadron.

H.M.S. Walrus, February, at Greenock for service in 3rd Submarine Squadron.

H.M.S. Oberon, February, at Chatham for service in 3rd Submarine Squadron.

GENERAL

H.M.S. Crane, October 12, at Singapore for Foreign Service (Far East).

H.M.S. Forth, October 12, at Devonport (under consideration) for Home Sea Service. U.K. Base Port, Devonport (under consideration).

H.M.S. Keppel, October 18, at Chatham for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Rhyl, October 19, at Portsmouth for Home Sea Service. Commissions April for General Service Commission, Home/East of Suez (23 months). U.K. Base Port, Portsmouth.

H.M.S. Duchess, November 8, at Portsmouth for trials. Commissions January 3, 1961, for General Service Commission, Med./Home (23 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, November 22, at Devonport for trials. Commissions January 11, 1961, for General Service Commission, Med./Home (23 months). U.K. Base Port, Devonport.

H.M.S. Diamond, end November, at Chatham for trials. Commissions

DRAFTING FORECAST

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

February 7, 1961, for General Service, Med./Home (23 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Plymouth, December 1, at Devonport for trials. Commissions April 11, 1961, for General Service Commission, Home/East of Suez (23 months). U.K. Base Port, Devonport.

H.M.S. Leopard, December 6, at Portsmouth for General Service Commission, South Atlantic and South America/Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Insh, January 10, at Rosyth for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Battiscombe, January 17, at Portsmouth for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Crossbow, January 17, at Chatham for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Blake, January 24, at Clyde for Home Sea Service. Commissions March, 1961, for General Service Commission, Med./Home (24 months). U.K. Base Port, Devonport.

H.M.S. Belfast, January 30, at Singapore for Foreign Service, Far East.

H.M.S. Jaguar, January, at Portsmouth, for General Service Commission, Home/South America and South Atlantic (24 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Anzio, mid-February, at Malta for Foreign Service.

H.M.S. Troubridge, February 28, at Portsmouth for General Service Commission, Home/West Indies (21 months). U.K. Base Port, Portsmouth.

700 Z Flight, February, at R.N. Air Station, Lossiemouth, for I.F.T.U.

H.M.S. Ursa, late February, at Malta, for trials.

H.M.S. Cook, mid-March, at Singapore for Foreign Service, Far East.

H.M.S. Whirlwind, March, at Rosyth for trials.

H.M.S. Eastbourne, April 12, at Chatham for General Service Commission, Home/East of Suez (20 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Chichester, April 13, at Chatham for General Service Commission, Home/East of Suez (18 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Berwick, April 18, at Belfast for General Service Commission, Home/Med. (21 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Loch Lomond, April 18, at Chatham for General Service Commission, Home/Arabian Seas and Persian Gulf (15 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Tiger, May, at Devonport for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Carysfoot, May, at Singapore for Foreign Service (Far East).

815 Squadron, May, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Ark Royal).

H.M.S. Jutland, May 24, at Chatham, for Home Sea Service. U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Trafalgar, May 24, at Portsmouth for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth.

H.M.S. Dunkirk, May 24, at Devonport for General Service Commission, Home/Med. (22 months). U.K. Base Port, Devonport.

H.M.S. Broadsword, May 25, at Chatham, for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Scorpion, May 30, at Chatham, for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Ashanti, June, at Glasgow, for Home Sea Service trials. Re-commissions February 27, 1962, for General Service Commission, Arabian Seas and Persian Gulf/Home (12 months). U.K. Base Port, Devonport.

H.M.S. Lowestoft, June, at Glasgow for General Service Commission, Home/Med. (19 months). U.K. Base Port, Portsmouth.

H.M.S. Falmouth, June, at Wallsend-on-Tyne for General Service Commission, Home/Med. (19 months). U.K. Base Port, Devonport.

H.M.S. Scarborough, June, at Portsmouth, for General Service Commission, Home/Med. (18 months). U.K. Base Port, Portsmouth.

H.M.S. Dampier, June, at Singapore for Foreign Service (Far East).

H.M.S. Dalrymple, June, at Devonport, for General Service Commission (24 months). U.K. Base Port, Devonport.

MOTORING NOTES

It costs nothing to switch on your lights

DIPPING AND COURTESY

DURING the coming months, as the evenings draw in, many readers will be faced with an increasing amount of night drizzle. With traffic conditions getting heavier, with more and more inexperienced drivers on the roads, night driving these days can be quite a strain. However, there are quite a few tricks, albeit all mentioned in the "Highway Code," which can make night driving much safer and less tiring. The following tips may help readers to improve their technique:

Many drivers seem to think that car lights are like domestic lights and have a meter attached to them and only use their lights when forced to as though their electricity bill will suffer as soon as they switch on. This niggardly approach is difficult to understand and I can only comment that the wise and experienced motorist always switches his lights on early and does not wait until forced to.

The main function of side lights is not so that you can see, but so that you can be seen. This is, of course, very important in fog, even in daylight, and the prudent motorist will even use full headlights in a daylight fog to ensure that he is seen by oncoming traffic.

So far as seeing is concerned, you should never attempt to drive on side-lights only, even in a town, if you cannot see clearly. Headlights are there to be used and they cost you nothing to switch them on.

ART OF DIPPING

The "Highway Code," and the courtesy of the road, requires that one should dip one's headlights for oncoming traffic, including cyclists. The moment to dip requires a little judgment but the appropriate time is just when the other chap's lights begin to trouble you. For a cyclist one should dip quite early. He, poor devil, cannot retaliate if you don't dip but he still gets blinded all the same. Incidentally, it is quite wrong to enter into a battle of headlights if the other chap fails to dip. By all means flash your lights up to remind him, but if he doesn't respond the answer is to dip and slow down. You gain nothing at all by being belligerent, even if you are in the right.

When raising headlights many motorists wait too long until the oncoming car has passed by. The correct movement is when the oncoming car is about 20 yards away—he is out of your beam and won't be dazzled whilst you avoid driving into a sudden wall of blackness on dipped headlights.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each which includes postage:

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes and Armada.

There are other occasions when courtesy requires you to dip. For example, most people have cursed the driver who sits on one's tail with headlights glaring through the back window and reflected into one's eyes from the windscreen and mirror, yet how many of you think of dipping when you are forced to remain behind another car. Courtesy and common sense requires you to dip in these circumstances. Likewise, when you have just been overtaken it is helpful to dip for a short while until the other car is out of range.

Another occasion when it is useful to dip the lights once or twice is on approaching a road junction. This gives better warning than any horn.

FOG LAMPS

According to the lighting specialists there is nothing to choose between amber foglights and plain "white" light in fog. Colour must remain purely a personal choice. There is, however, very definite information available about the position of lights. If you use one foglight only, this should be mounted on the right and directed across to the left-hand verge. If two lights are fitted, the second one should be mounted on the left and directed across to the right-hand verge, so that the two lamps are virtually cross-eyed.

Before fitting my own car up specially for fog driving I took a considerable amount of advice from the manufacturers and from rally experts. Having fitted them exactly as described I can assure readers that this is the correct answer. A word of warning, though. The so-called, long-range driving light usually offered as a pair to the foglight is quite useless in fog; in fact it is a useless lamp anyway, since it adds little to the effectiveness of a good pair of headlamps whilst, as usually mounted, it is illegal anyway. If you are fitting a pair of foglamps, therefore, make certain both are foglamps and not one of each type.

BUILT-IN FOG

A final word. Many drivers seem to be quite oblivious when the inside of the screen is misted up. A chamois leather is always a good investment, particularly if it is used to clean the inside of the windscreen as well as the outside.

A. E. MARSH

CORRECTION.—The late Mr. Sidney Hubert Howe was referred to in the article on page 11 of the September issue of NAVY NEWS as an ex-Chief Petty Officer Writer. We have been informed that he was an ex-Chief Petty Officer Gunner's Mate.

COUpons for postcard photographs should be filled in before sending to "Navy News" office.

During the past month seven coupons have been received with no name or address inserted and there is nothing the Editor can do!

SHIPS OF THE ROYAL NAVY

No. 59—H.M.S. YARMOUTH

The Editor, "Navy News," R.N. Barracks, Portsmouth:
Please forward one postcard of H.M.S. Yarmouth as reproduced at the top of page 3, for which I attach stamp value 2d.
(Use block letters, please.)

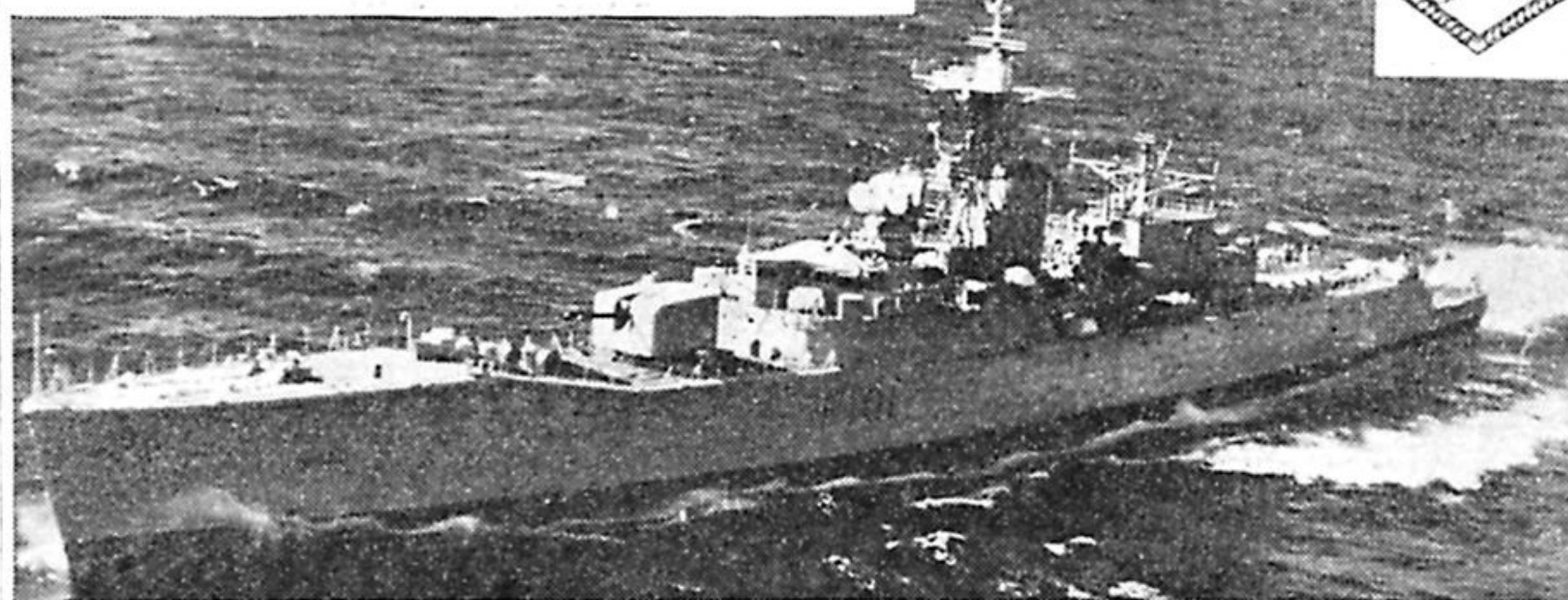
Name.....
Address.....

Postcard photographs of the previous ships in this series may be obtained, without coupon, price 6d. each including postage. See this page for names of ships already issued.

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2d.

SHIPS OF THE ROYAL NAVY

No. 59 H.M.S. YARMOUTH



BUILT by John Brown & Co. Ltd., Clydebank, and launched on March 23, 1959, H.M.S. Yarmouth is an anti-submarine frigate of the Whitby class—18 of which are, or are being, built.

They are all named after seaside resorts and coastal towns.

Displacement—over 2,200 tons standard (over 2,800 tons full load).

Dimensions—370 ft. (oa.) x 41 ft. x 12 ft.

Guns—2 4.5-inch (twin turret), 2 40-mm. Bofors A.A. (twin).

Tubes—12 21-inch.

A/S weapons—2 Limbo three-barrelled depth charge mortars.

Machinery—2 sets double reduction geared steam turbines, 2 shafts, S.H.P. 30,000=30 knots.

Boilers—2 Babcock and Wilcox.

Complement—7 officers and 145 ratings.

The Whitby class anti-submarine frigates, considered to be the most useful class of small ships put into service with the Fleet, are primarily designed for the location and destruction of the most modern type of submarine. The ships are all welded and the structural arrangements have been specially designed to achieve the lightest possible structure.

The badge, which is taken from the arms of Yarmouth, is "A demi-lion gold, ending in a fish-tail silver on a field Per pale red and blue."

The present ship is the seventh of her name and the battle honours range from Lowestoft, 1665, to Jutland, 1916.

The motto is Rex et jura nostra (Our king and laws).

Presentation to H.M.S. Lion

FRAMED in silver, a copy of the citation of the award of the posthumous Victoria Cross to Major F. J. W. Harvey, of the Royal Marine Light Infantry, for gallantry on board H.M.S. Lion at the Battle of Jutland in 1916 was presented to the recently commissioned cruiser of the same name at Portsmouth Dockyard on September 3.

It was accepted by Capt. J. E. Scotland, D.S.C., R.N., Commanding Officer of the Lion, from the Commandant-General, Royal Marines, (Lieut.-General Sir Ian H. Riches, K.C.B., D.S.O.), at a ceremony attended by Lieut.-Colonel J. M. Harvey, King's Regiment, son of Major Harvey.

The citation read: Major Francis John William Harvey, R.M.L.I., Officer Commanding Royal Marines Detachment, H.M.S. Lion, Battle of Jutland, 31st May, 1916.—Whilst mortally wounded and almost the only survivor after the explosion of an enemy shell in Q gun house with great presence of mind and devotion to duty ordered the magazine to be flooded, thereby saving the ship. He died shortly afterwards. Posthumously awarded the Victoria Cross (London Gazette, September 15, 1916).

H.M.S. Lion, a battle cruiser and Admiral Beatty's flagship at Jutland, was sold for scrapping in January, 1924. The present Lion, a Tiger class cruiser, was commissioned on July 20, 1960. It is armed with the latest fully automatic six-inch guns mounted in twin turrets with a very high rate of fire.

Major Harvey was the first Royal Marine to gain the Victoria Cross in the First World War and the last Marine to win the V.C. whilst serving afloat.

FLOATING DOCK READY TO TAKE DREADNOUGHT

WITH tugs fore and aft and another on each side in case she tried to emulate the Vanguard when that ship was towed out of harbour on her way to the breaker's yards and ran aground at the entrance to Portsmouth harbour, Admiralty Floating Dock 59 made her way successfully to Spithead on September 2.

A.F.D. 59, of 5,000 tons, built in the yard in 20 months at a cost of £1,750,000, was towed to her moorings off Ryde—moorings specially laid by naval mooring vessels—for sinking trials which lasted a week.

The huge structure completed her trials most satisfactorily and on September 9, being towed by the ocean tugs Samsonia, Bustler and Agile, she set off for Barrow-in-Furness where she will receive Britain's first nuclear-powered submarine, Dreadnought, after it is launched by the Queen on October 21.

It was reported that owing to the big

Atlantic swell as the tow rounded Land's End, the original course planned for the journey had to be altered slightly. There appeared to be a certain amount of risk that the cranes on the walls of the dock might topple over whilst she was rolling in the swell.

The 500-mile journey was completed by September 15 and the last of her trials will take place there. This is the docking of the fast minelayer, H.M.S. Apollo, by Messrs. Vickers-Armstrongs in the floating dock. Apollo's dimensions are similar to those of Dreadnought.

Helicopter rescue

A HELICOPTER from the Royal Naval Air Station Culdrose, Helston, Cornwall, rescued a German boy scout from the sea 300 yards from the cliffs at Land's End and landed him at the West Cornwall Hospital, Penzance.



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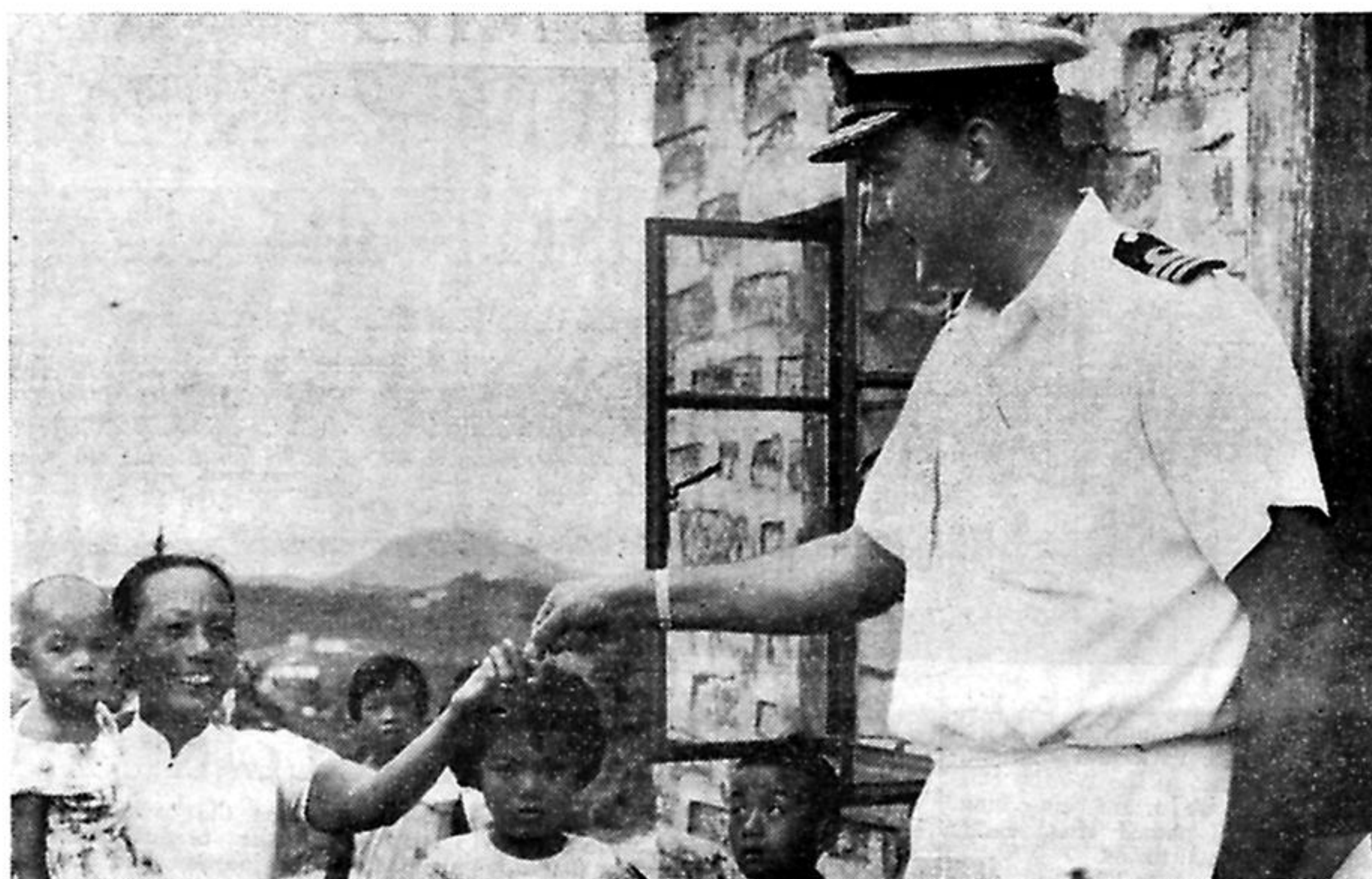
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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN



Commander B. H. G. M. Baynham, R.N., of H.M.S. Torquay hands keys to one of two Chinese families who will occupy the furnished double cottage bought with money collected from the 9 officers and 180 ratings of the ship.

Frigate's crew provide home for two Chinese families

TORQUAY'S GRAND GESTURE

WHEN the nine officers and 180 ratings in the anti-submarine frigate Torquay left Great Britain in March for duty in the Far East, they decided to make a substantial contribution of their own to the serious refugee problem in Hong Kong.

Relief organisations in the Crown Colony, where every year is a Refugee Year, were asked to despatch literature to the ship and as a result enthusiasts set about the task of raising money.

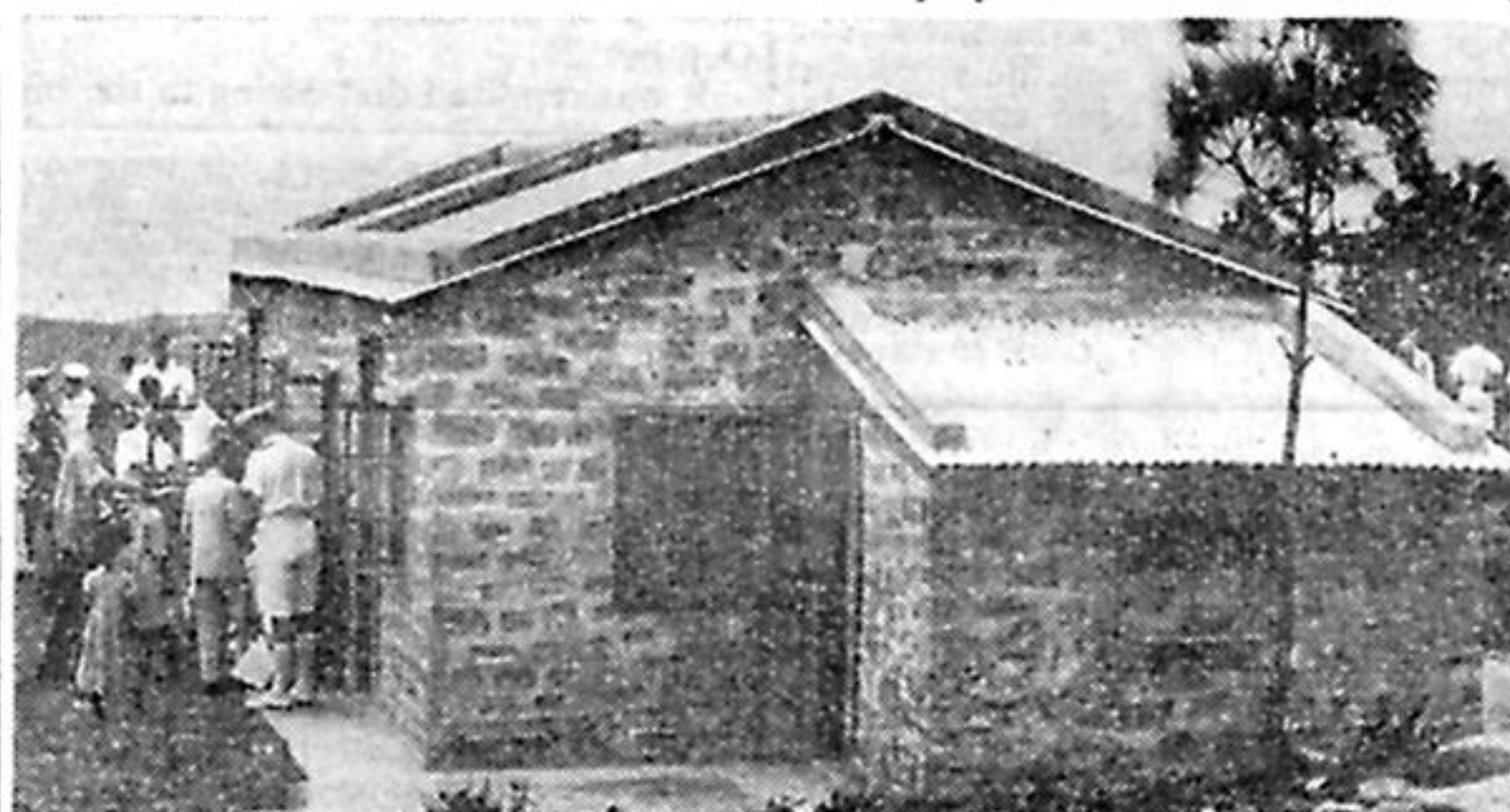
Some members of the ship's company agreed to give a percentage of their pay for the time that the ship was in the Far East, while collecting boxes rattled in the messes also helped to swell the funds. Coins left after visits to foreign ports were eagerly solicited and currency from nineteen different countries passed for exchange through the organisers' hands. A "fun fair" held while the ship was at sea proved another successful "money spinner."

Eventually about £320 was collected and the problems of how to spend the money came to be considered. Various schemes were discussed and advice

sought and eventually it was agreed that the ship should support the scheme promoted by the World Lutheran Federation for building an estate of cottages and allotments at Sai Wung in the New Territory on the mainland adjoining Hong Kong.

PIGS AND LIVESTOCK

The ship's company of H.M.S. Torquay decided that their money



The cottage provided by officers and men of H.M.S. Torquay

should be spent on buying a double stone built cottage providing a large room capable of sub-division with a small cooking annex in the Chinese tradition for two families together with a minimum of furniture. On the attached land there would be a double pigsty and sufficient livestock to start them off in their new homes.

Eventually, it was explained to the ship, the World Lutheran Federation hoped to establish a complete village with all of the necessary communal facilities. In the first instance no rent is charged the occupants of the cottages, but handicrafts and pig farming by the "smallholders" are encouraged until they are self-supporting.

H.M.S. Torquay spent some time at Hong Kong in June and July and when she returned recently the cottage was ready for occupation. Officers and men of the ship as well as officials of the Red Cross and the Lutheran World Federation were present on August 24 when the Commanding Officer of the Torquay, Commander B. H. G. M. Baynham, R.N., handed keys to the families.

A stone plaque with the ship's badge has been sunk into the cottage wall to commemorate a lasting link between the Royal Navy and two families who fled from Communist China seeking a new way of life.

Members of Parliament visit H.M.S. Dauntless

Wednesday, September 14, saw the visit to H.M.S. Dauntless of two Members of Parliament, Lieut.-Colonel M. Lipton, O.B.E., M.P. (Brixton, London), and Mr. J. Briggs-Davison, M.P. (Chigwell, Essex).

Their comprehensive tour of the establishment included the galleys, stores and offices, where they talked to Wrens at work. They also met two divisions of Wrens under Part I (new entry) training, some of whom have been in the service for only a week.

'We have the power to assist in keeping the peace'

SECOND SEA LORD IN SULTAN

THE Second Sea Lord, Vice-Admiral Sir St. John Tyrwhitt, Bart., visited H.M.S. Sultan at Gosport on September 9 to open the maintenance section of the Marine Propulsion and Maintenance School.

Unveiling a commemorative plaque, Admiral Tyrwhitt referred to the Royal

Navy being smaller than in the past, but went on to say: "But even if it is smaller, our task in peace time is exactly the same and that is to show our presence all over the world, to show that we have the power to assist in keeping the peace."

The Second Sea Lord mentioned the problems of maintenance in the Navy, saying: "The Navy believes in do-it-yourself" and that was why H.M.S. Sultan was such an important place.

The Admiral said that Sultan was very high on the works programme and although some of those now on course would not see the new accommodation, those taking the longer courses would.

The Second Sea Lord was met by Capt. H. G. H. Tracy (Captain of H.M.S. Sultan).

The new school—it has cost £200,000—has been formed from the Internal Combustion Engine School which, because of the run-down at Chatham where the I.C.E. School was situated, had to be transferred elsewhere. H.M.S. Sultan was selected and now all engineering training is in the one school.

A big programme of building was started in Sultan, and as an engine or piece of machinery was dismantled at Chatham it was transferred to Sultan.

The officer in charge of the Marine Propulsion and Maintenance School is Lieut.-Cdr. R. H. Mocatta, R.N., and during a year about 1,000 men will pass through.

Wives now know what their husbands do

OFFICERS and men of the 5th Submarine Squadron and H.M.S. Dolphin were "at home" to their families and friends on Saturday, September 10. In addition to providing an outing for the whole family, the occasion gave wives an opportunity to see just where their husbands did get to between breakfast and supper time and what they did there.

On a warm sunny afternoon—ice-cream vendors did a brisk trade—about 800 guests spent an interesting, if somewhat footsore, time touring Fort Blockhouse and the various static displays. The submarines Artemis and Tally-ho were open to visitors, and probably the biggest draw was the submarine escape demonstration which ran throughout the afternoon in the 100 foot tank.

Twice during the afternoon, spectators were treated to the unusual spectacle of a submarine diving in Haslar Creek, this display being given by H.M.S. Aeneas. Oddly enough it soon became apparent that this was the first occasion on which many submariners present were able to witness a submarine dive from outside.

After tea in the various messes, a sports meeting was held on Haslar playing field, and the day ended with a Field Gun competition between Dolphin and Vernon sea cadets, which the latter, being the guests, were permitted to win. In fairness, it must be admitted that the outcome would probably have been the same had the run been held in Vernon!

Guide dog was more than just her 'eyes'

AS Mrs. Morgan Giles was unable to be present, Mrs. E. N. V. Amery (Portsmouth Vice-President) very kindly took the chair at the September meeting of the H.M.S. Vernon Branch of the "Friendly Wives." Prayers were said by the Rev. R. W. Richardson, who was welcomed at this, his first, meeting by Mrs. Thorpe.

The speaker for the afternoon was Mrs. Crichton, whose talk on "Guide dogs for the blind" was one of the most interesting subjects the branch has yet had. Herself blind, she was accompanied by "Pompey," a Dutch barge dog, who was, her owner explained, more than her "eyes"—a very part of the family in fact.

A sincere vote of thanks was given by Mrs. Dale, after which tea was served by Mrs. Riley and committee.

Sewing meetings continue to be held at the captain's house on the last Wednesday of the month at 2.15 p.m.

On November 2 they hope to hold a social afternoon.

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SHOULD NAVAL MEN ABROAD PAY INCOME TAX?

In the July supplement to the April, 1953, editions of the "Master's guide and seaman's guide to the Marine tax deduction scheme," which I have been shown, it states that a seaman (1) "who normally lives in the U.K. is physically absent from the U.K. throughout a full income tax year he is not liable to tax in respect of his earnings for that income tax year, even if he has a place of abode in the U.K." It goes on to say (2) "Remains absent from the U.K. for a continuous and unbroken period of three years he is not liable to tax in respect of his earnings during that period."

My question is, is there any way this will affect the Royal Navy when we are abroad? After all, we have to go abroad whether we like it or not, whereas a merchant seaman can stay on the coast if he wants to.

Thank you for your letter which raises an interesting point. However, I'm afraid the short answer which, though I have found it in the Naval Pay Regulations, obviously comes from the tax people themselves, is if you are a member of the U.K. Forces you pay U.K. tax on your pay, no matter whether you are in the United Kingdom or not.

The concessions to Merchant Seamen to which you refer are possibly intended to apply to those Merchant Seamen who spend really long periods away from the U.K., plying, say, between ports outside U.K. waters. The periods of one year and three years are probably designed to ensure that those who, say, are away for five years, come back for six months, go away for a couple of years, come back for a few months, and then go away for another five years or more, get the maximum possible benefit from the scheme.

JOINING THE R.N.R.

I joined the R.N. in 1935 and was discharged in 1943 on full disability pension, with T.B. Since that time I

Beetle drive starts new season

THE North End Branch of the Royal Naval Friendly Union of Sailors' Wives started their new season of monthly meetings with a beetle drive on September 6, with Mrs. Dalglish in the chair.

Mrs. A. Deane was the winner, and other prizes were won by Mrs. M. Chappell and Mrs. E. Cook.

NEW MEMBERS

Meetings are held on the first Tuesday of each month in Fisher Hall, Whale Island, 2.30 to 4 p.m., and new members are most welcome. Further particulars can be obtained from Mrs. D. E. Hussey, 45a Festing Road, Southsea, Tel. 33312.

First Lord in the Mediterranean

LORD CARRINGTON, First Lord of the Admiralty, flew to Malta on September 19 for a five-day visit to the Mediterranean Fleet.

Accompanied by his Naval Secretary (Rear-Admiral F. R. Twiss, D.S.C.) and his Principal Private Secretary (Mr. A. R. M. Jaffray) Lord Carrington embarked in ships of the Mediterranean Fleet before visiting Royal Naval shore establishments and the headquarters of the Allied Forces, Mediterranean, at Malta, where British officers and ratings are serving with those from six other N.A.T.O. countries.

have had treatment and as my condition improved my pension was reduced and I have been working full time for at least ten years.

On my last medical examination, which now takes place only once a year, my doctor informed me that at the end of the next twelve months he would probably discharge me as cured. Therefore, at the end of this year, to all intents and purposes, I shall be a fit man again with no pension.

Is it at all possible for me to join the R.N.R. (Wireless branch) at the age of 44 years?

I am aware that the normal age limit is 40, but are the regulations ever stretched at all in certain cases?

I'm sorry to say that I think it extremely unlikely that the Admiralty would accept you for service in the R.N.R. because I understand that the rule which you quote is applied pretty strictly.

I am sorry I cannot give you more cheerful advice, but I should emphasise that I cannot be entirely authoritative on this point. You might think it worth while to state your case first to the nearest R.N. and R.M. Recruiting Centre which is at Lloyds House, Albert Square, Manchester 2. If they do not give satisfaction you could write to The Admiral Commanding Reserves, Queen Anne's Mansions, St. James's Park, London, S.W.1.

CANCELLATION OF CONTRACT

I complete 22 years' pensionable service on January 17, 1961, and then start a further five-year engagement. Since re-engaging for the extra five years, I have been left considerable property by a relative.

Is it possible, on completion of my 22 years' service, to terminate the contract and retain the pension and gratuity due to that date?

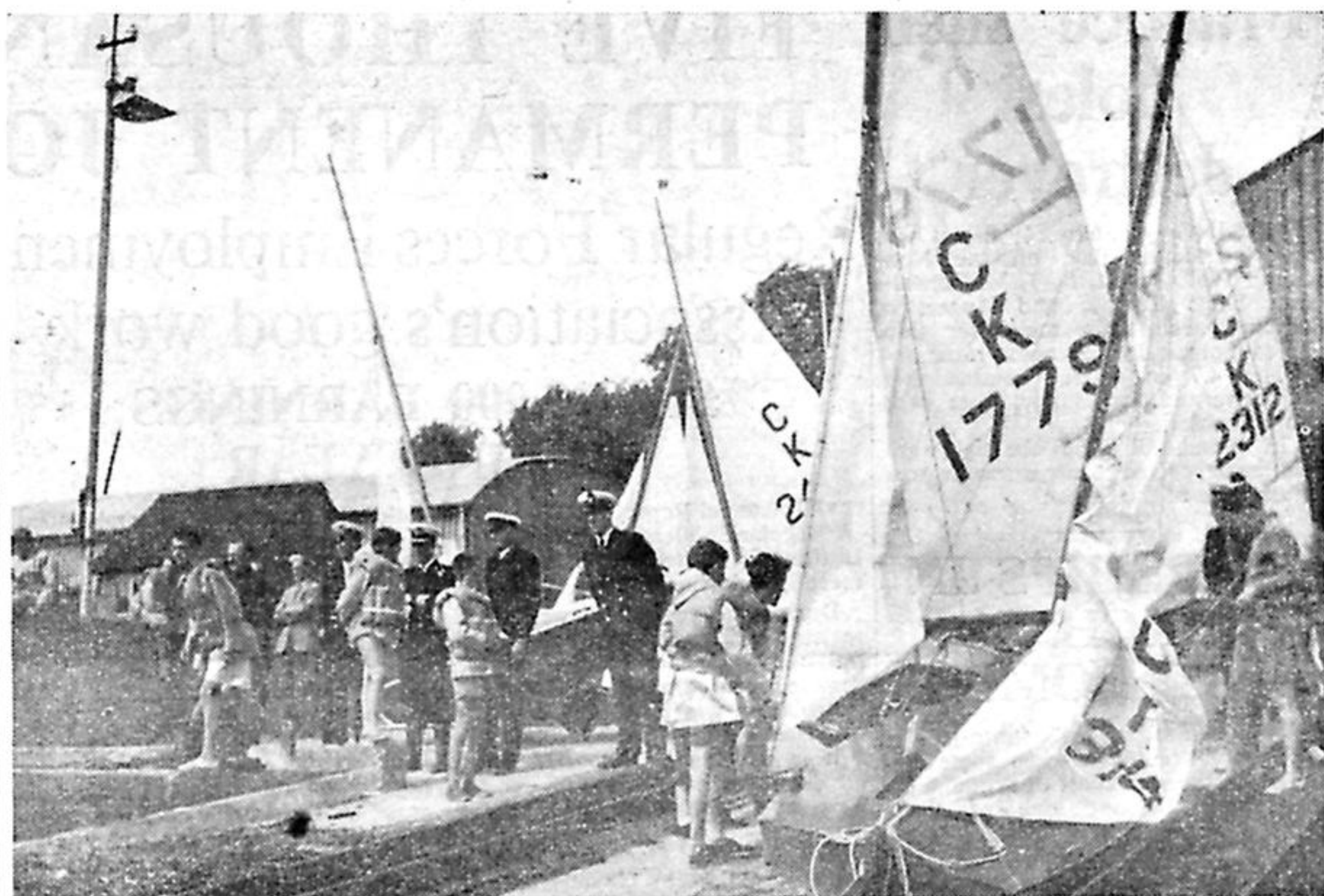
Once you have entered into a contract with the Admiralty to serve for a period, you cannot cancel that contract. You can only buy yourself out (of the contract). However, the "purchase fee" after 17 years' service is nil.

I advise you to apply for ordinary discharge by purchase soon after you complete 22 years' service. Since you will probably have completed more service than any other Engineer or Artificer on the roster for discharge your application should be granted fairly soon. As you probably know, applications are reviewed every three months in the light of the manning situation in each branch.

Having then served 22 years you will have qualified for pension and this would be unaffected. You would also get the terminal grant, but no terminal leave, nor the special resettlement grant payable during the "rundown period."



Mr. Nils Handal, the Norwegian Minister of Defence, talking to Capt. Dalglish at the start of his informal tour of Whale Island



A pause on the slip between races during the Cadet Sailing Regatta

WHALE ISLAND NEWS

Start made on Chief Petty Officers' block

NEW FACES AT SECOND R.N. INTERNATIONAL CADET CLASS REGATTA

SIGNS are at last beginning to appear of the long discussed new Chief Petty Officers' block. Large chunks of metal are starting to arrive and each week sees more and more civil engineering impedimenta growing up around the scene.

It is even rumoured that the Wrens are shortly to be removed from their quarters to move in to the Staff Gunners' block, much to the dismay, it is said, of the members' wives.

The autumn term started as usual with two children's parties on the upper lawn. The weather was kind and some 550 children of the officers, chief petty officers and petty officers of the Island had a most enjoyable time.

SAILING REGATTA

On Sunday, August 28, H.M.S. Excellent was invaded for the second year by some 110 boys aged between 11 and 17 who were to take part in the second R.N. International Cadet Class Regatta. These boys, from all over the

Right Hon. Harold Watkinson, P.C., who, as an "old boy," came on the same day as guest of honour to the Gunners' Officers' Annual Reunion Dinner.

A small contingent was sent to the Farnborough Air Show again to man the Guided Missile stands. This year both the Armstrong Whitworth Sea-slug stand was manned and also a crew to demonstrate the Short Brothers Sea-cat missile. A couple of charming Wrens were also sent to act as guides.

IRANIANS ON COURSE

Since the war one of the changes brought about has been the increasing number of foreign officers who go to the Island for courses. The latest new arrivals arrived on September 19, when 19 Iranian Cadets started a year's basic training. These young officers had, up to recently, been given their training at Manadon, the Engineering College at Plymouth, but owing to overcrowding there they have been off loaded on to Excellent for training in all aspects of a naval career.

IMPORTANT VISITORS

Two visits by politicians were made to the Island in September. The first was by the Norwegian Minister of Defence, Mr. Nils Handal, who was paying an informal visit to the Portsmouth command and the second was a social visit by the Minister of Defence, the

REGULARS



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country, come with their dinghies to take part in daily races from the Portsmouth Command Sailing Centre. They are accommodated in the seaman blocks and are accompanied by an appropriate selection of "Dads" who live in the wardroom and act as "officer of the day" for the boys. Except for the Monday, when the weather precluded sailing, dinghy races were sailed each day, with daily trips to sea for the children in Windfalls.

The prizes were presented on Friday, September 9, by Vice-Admiral R. A. Ewing, the Admiral Commanding Reserves.

The numbers attending this regatta were well up on last year: some 50 per

Practice shell holes destroyer

DURING "stand-off" firings in New Jervis Bay, off the New South Wales coast, by H.M. Australian Ships Tobruk and Anzac, a practice shell from the latter ship holed Tobruk in the engine room.

The 4.7 in. shell contained no explosive and, fortunately, there were no casualties.

In "stand-off" firings the sights are deliberately fixed to fire a few degrees either side of the target.

WARSHIPS IN SEARCH FOR LOST BOMBER

TWO American B47 strato-jet H-bombers collided when some 550 miles off the west coast of Scotland on September 14 and one of them managed to limp to Shannon Airport.

H.M. Ships Battleaxe, Exmouth and Shackleton were among ships which searched for the second bomber which crashed into the sea. H.M.S. Shackleton retrieved a wingtip tank which, at first, was thought to have belonged to the crashed aeroplane, but later it was identified as belonging to the plane which reached Shannon and which had jettisoned it a few minutes after the collision.

Nuclear submarine out of radio touch

ALTHOUGH both the Admiralty and the United States naval authorities declared that there was no need for concern when the United States nuclear submarine Scorpion failed to answer radio stations for some hours, the usual "Submiss" procedure was put into operation.

Scorpion was taking part in the NATO exercise "Fishplay" off the west coast of Ireland and when, on September 15, she failed to answer signals it was thought probable that the submarine might have a fault in her radio, but an Admiralty spokesman said later that Scorpion had deep-dived for a period and was out of radio communication.

Scorpion is one of six "Teardrop" submarines laid down in August, 1958, and she arrived at Portsmouth on October 4.

FIVE THOUSAND WERE FOUND PERMANENT JOBS IN INDUSTRY

Regular Forces Employment Association's good work

£10,000,000 EARNINGS DURING YEAR

THE Annual Report for 1959 of the National Association for Employment of Regular Soldiers, Sailors and Airmen presented at the Royal United Service Institution, Whitehall, on May 27 at the 75th Annual General Meeting, and recently published, makes extremely interesting reading.

During the year there were 24,064 registrations and re-registrations, and the number of jobs found for ex-Service men through the National Association was 19,546. This placing rate is 81 per cent. of the registrations.

It is pleasing to note that of this large number of placings 98 per cent. were in respect of regular employment.

At the Annual General Meeting the chair was taken by Colonel the Lord Astor of Hever and in his opening address he referred to the fact that the Association was started in 1885 and until 1922 it was concerned only with ex-Regular soldiers.

The list of typical jobs which have been found during the year show how wide is the range covered. The jobs range from school masters (2 placings), through jobs in breweries (42), forestry (131), security men (369), nationalised industries (660), to clerical office workers of whom there were 1,270 placings.

The total number of registrations in respect of Sailors and Royal Marines was 5,836 and of those 5,149 were placed in jobs, 5,042 being in regular employment.

These figures show the good work done by the Regular Forces Employment Association and its job finders. There are 52 of these gentlemen up and down the country in control of local branches and they form a link between the service and all forms of suitable employment.

Lord Astor went on to say that the rates of pay seem to vary between £500 and £600 a year to £800 a year.

PROUD RECORD

In moving the adoption of the Annual Report the Adjutant-General to the Forces, General Sir Hugh C. Stockwell, pointed out that the Association has a proud record of

assistance to ex-Regulars and taking up the age of the Association he said: "At 75 most of us are thinking of beginning to retire. I hope your Association is not because I believe that the future will call for even further and greater efforts."

He went on to say, "However, whatever difficulties lie ahead I am sure you will overcome them. The Association has two great assets. The first I have already mentioned—the quality of your job finders. The second is the quality of the ex-Regular who seeks your help."

Rear-Admiral Sir David Lambert presented the accounts which showed an excess of income over expenditure of nearly £1,600, but he pointed out that had the sum of £2,000 in respect of 1958 been received in that year instead of in 1959 there would have been an excess of expenditure over income of £400.

£10 MILLION EARNINGS

Admiral Lambert pointed out an interesting fact: "You will see that the number of placings during the year was 19,100. The average earnings of each placing is about £10 per week. This makes a total of earnings over 12 months of over 10 million pounds. Now, this is a considerable sum, even if you take into account the bits which have to be taken off for income tax, National Insurance contributions, etc."

"I think our job finders can feel they have done a pretty good year's work in producing these results."

Air Vice-Marshal J. R. Gordon-Finlayson seconded the adoption of the accounts, saying that the finances are inevitably run on a very fine margin.

G/Capt. G. H. Pirie, C.B.E., J.P., who has been Mayor of Westminster, was the principal speaker. Saying that he would confine his remarks to industry and commerce in connection with the Regulars, he went on: "Your Regular soldier, sailor and airman today is not a hired assassin or mercenary. He is a highly intelligent person who, due to a sense of duty, and sometimes over a sense of duty—do not let us quibble over words on this point—enlists on a Regular engagement in the Service. In the Services he is subject to discipline. He is required to be dependable in that he can be posted overseas and is expected to stand on his own feet when he gets there. He is constantly subject to emergency or 'flap'."

"When he goes into industry the Regular does not stop to think or argue whether or not there is an emergency. He gets on and does the job and does not stop to think about overtime and the like. This is because he has been brought up in the tradition of the Services that if there is a job to be done carry on and get on with it."

"I think that industry can help your Association in advising you of vacancies, and of their requirements as and when they occur."

A vote of thanks was moved by pensioner Petty Officer Telegraphist Rubin Rodge, B.E.M., chairman of the Portsmouth local committee of the Royal Naval Benevolent Trust.

THE GOLD CARD SCHEME

The Regular Forces' Employment Association has started a new scheme for the Royal Navy which is called "the gold card scheme." The Association encourages ratings of high qualifications and pensioners, to visit the local branches at Portsmouth, Devonport and Chatham to discuss their future requirements in civilian life. The Association in turn circulates these details throughout the 52 branches of the National Association in the British Isles and ascertains whether employers are interested in employing these men after their date of discharge.

It is emphasised that this gold card scheme can only apply to men who are mobile and not tied to a house in the home port areas which they cannot leave.



L/Wren Cammish, L/Wren Hunt and Wren Bullock

'KARTING' IN H.M.S. VERNON

It is no surprise that karting is so popular in H.M.S. Vernon when the sport has support from such attractive Wrens as L/Wren Cammish, L/Wren Hunt and Wren Bullock.

During the past two months it has become the most-supported establishment sport. Over 120 rides per week are enjoyed by the expert and the merely enthusiastic alike.

Four karts are in use, and the Sunday afternoon session is becoming a family affair—the whole family enjoying the riding in some cases. The track used is over 200 yards long and

has been described as tight and difficult.

It is intended to form a team for competition races, but the main purpose will remain to provide a recreational activity to appeal to everyone in the establishment.

The hon. secretary of the karting committee is Lieut.-Cdr. T. S. Morrison. He is delighted with the success of the new sport and regards it not only as a fine way for anyone to spend their free time, but also as a form of a "relief valve" for the young men who have a vigorous but uncontrollable love of speed.

BERMUDA VISITS LAGOS FOR INDEPENDENCE CELEBRATIONS

WHEN H.M.S. Bermuda sailed from Devonport on September 16 to visit Lagos to take part in the Nigerian Independence celebrations, she had on board six representatives of the Nigerian community in London as guests of the ship.

The invitation to them was extended by the Commanding Officer, Capt. A. D. Robins, D.S.C., R.N., as a goodwill gesture at the time when Nigeria is achieving the status of an independent country within the Commonwealth.

The cruiser Bermuda will wear the flag of the Commander-in-Chief South Atlantic and South America (Vice-Admiral Sir Dymock Watson, K.C.B., O.B.E.) from September 28 to October 4 while she is at Lagos, where she will berth with minesweepers of the Ghana Navy.

The ship will provide a royal guard for H.R.H. Princess Alexandra at the

independence searchlight tattoo ashore, while the Royal Marine detachment on board will be giving a display of arms drill. H.M.S. Bermuda will be open to visitors during her stay at Lagos.

After sailing from Nigeria, the Bermuda will make a number of West African visits before going to the Mediterranean.

The Plymouth Group band of the Royal Marines under Capt. P. J. Neville, R.M., flew out to Nigeria to take part in the celebrations. The band comprises some 60 men.

Polish ships at Portsmouth

THREE ships of the Polish Navy visited Portsmouth for a five-day visit on September 9.

The ships should have arrived on September 8, but owing to an engine breakdown in the destroyer Wicher off Shoreham and then a further delay caused by fog at Spithead, the programme had to be somewhat curtailed. At the moment the ships arrived the senior officer, Capt. Mielezarcz, should have been laying a wreath at the Naval War Memorial.

The Wicher was accompanied by the minesweepers Bohr and Mors.

During their stay in port some of the ships' companies visited H.M.S. Victory while others were taken to London.

The host ship was R.N. Barracks, Portsmouth, but probably because of the late arrival of the ships very few of the Polish sailors were able to attend at the barracks.

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NEPTUNE'S SCRAPBOOK



Rear-Admiral R. W. Paffard, C.B., C.B.E., has been placed on the Retired List to date September 6.

Major-General R. C. de M. Leathes, C.B., M.V.O., O.B.E., is to be Major-General, Royal Marines, Portsmouth, in succession to Major-General R. W. Madoc, C.B., D.S.O., O.B.E., with effect from January 9, 1961.

General Leathes has been Chief of Staff to the Commandant General Royal Marines since August, 1958. He was promoted Major-General on September 19, 1958.

Captain (Acting Rear-Admiral) R. S. Hawkins is to be promoted to Rear-Admiral to date January 7, 1961, and to be Director of the Marine Engineering Division of the Ship Department, Admiralty, in succession to Rear-Admiral W. F. B. Lane, C.B., D.S.C., the appointment to take effect on January 7, 1961.

Captain D. P. Mansfield, R.N., who was Superintendent of the R.N. Aircraft Yard, Fleetlands, Gosport, until September 29, has been appointed to H.M.S. Collingwood.

Captain J. Shepherd, R.N., has relieved Captain D. P. Mansfield, R.N., as Superintendent, R.N. Aircraft Yard, Fleetlands, Gosport. Captain Shepherd's previous appointment was Command Electrical Officer on the staff of the Flag Officer Air (Home).

The Chairman, H.M. Forces Savings, reports that in the year ended March 31, 1960, 36.7 per cent. of those serving in the Royal Navy and Royal Marines were contributing to National Savings by allotment either to the Post Office Savings Bank or for Savings Certificates.

The Royal Naval Amateur Radio Society has received Admiralty approval and applications for membership are now being accepted.

Membership is open to all serving and past members of the Royal Navy, Royal Marines, Women's Royal Naval Service, Reserves and Commonwealth Navies, also civilians connected with these services.

Details and application forms may be obtained from the Hon. Secretary, R.N. Amateur Radio Society, H.M.S. Mercury, Leydene, Petersfield, Hants.

The ex-Royal Naval Telegraphists (1918) Association is holding its 28th Annual Dinner and Annual General Meeting at the Windsor Castle Hotel (opposite Victoria Station), London, on Saturday, November 5, at half past six.

Membership includes those who served in the Royal Navy Telegraphist branch (long service) on or before November 11, 1918. Any other

member of the Telegraphist branch may attend as a visitor.

Further information may be obtained from the Hon. Secretary, C. E. Bottle, 7 St. James' Avenue, Ewell, Surrey.

MEDALS PRESENTED



Rear-Admiral R. M. Smeeton, M.B.E., Flag Officer Aircraft Carriers, presented British Empire Medals to two chief petty officers of 890 Squadron, H.M.S. Hermes, on August 28. The awards, which were announced in the Queen's Birthday Honours, were for service with the Special Maintenance Party when the two recipients were responsible for the maintenance personnel dealing with the initial acceptance trials of the Sea Vixen aircraft. 890 Squadron is equipped with Sea Vixen FAW Mark I aircraft. The top photograph shows C.A.A. D. Hullah and the lower photograph C.E.A.(A) J. Ewart

MILLIONS OF MEALS WERE SERVED

Club closes its doors
after 17 years

AFTER being open day and night for 17 years the King George Services Club, Manchester, closed on September 30. This is the last of the large City Clubs opened by the Y.M.C.A. during the National Emergency, all the others having closed some years ago.

The club has been operated by Manchester Y.M.C.A. acting on behalf of the National Council. The final decision to close, which has been put off time and time again, was eventually made at the request of the War Office, the reason behind this being that when the premises were derequisitioned at the cessation of hostilities their purchase by the Y.M.C.A. was only made possible by a very substantial loan from special Welfare funds.

Now that the original need for this

club has disappeared, those funds are urgently required by the War Office for other work elsewhere and the Y.M.C.A. can no longer justify delay. The local authorities have always been most helpful and interested in the work of the club and are fully aware of the position.

So will end a club which has (over a period of 17 years) provided hundreds of thousands of men with shelter, millions of meals have been served and in the peak periods of its life hundreds of voluntary workers have co-operated with staff in the entertainment and general comfort of men of H.M. Forces.

Manchester Y.M.C.A. has been proud to operate this very successful venture; with its closing there will be some problems to face. The Manchester Y.M.C.A. cannot hope to take the place of King George Club but it will do all within its power to advise and help Service men in transit and there will be accommodation at Peter Street for young National Service men finding themselves in Manchester.

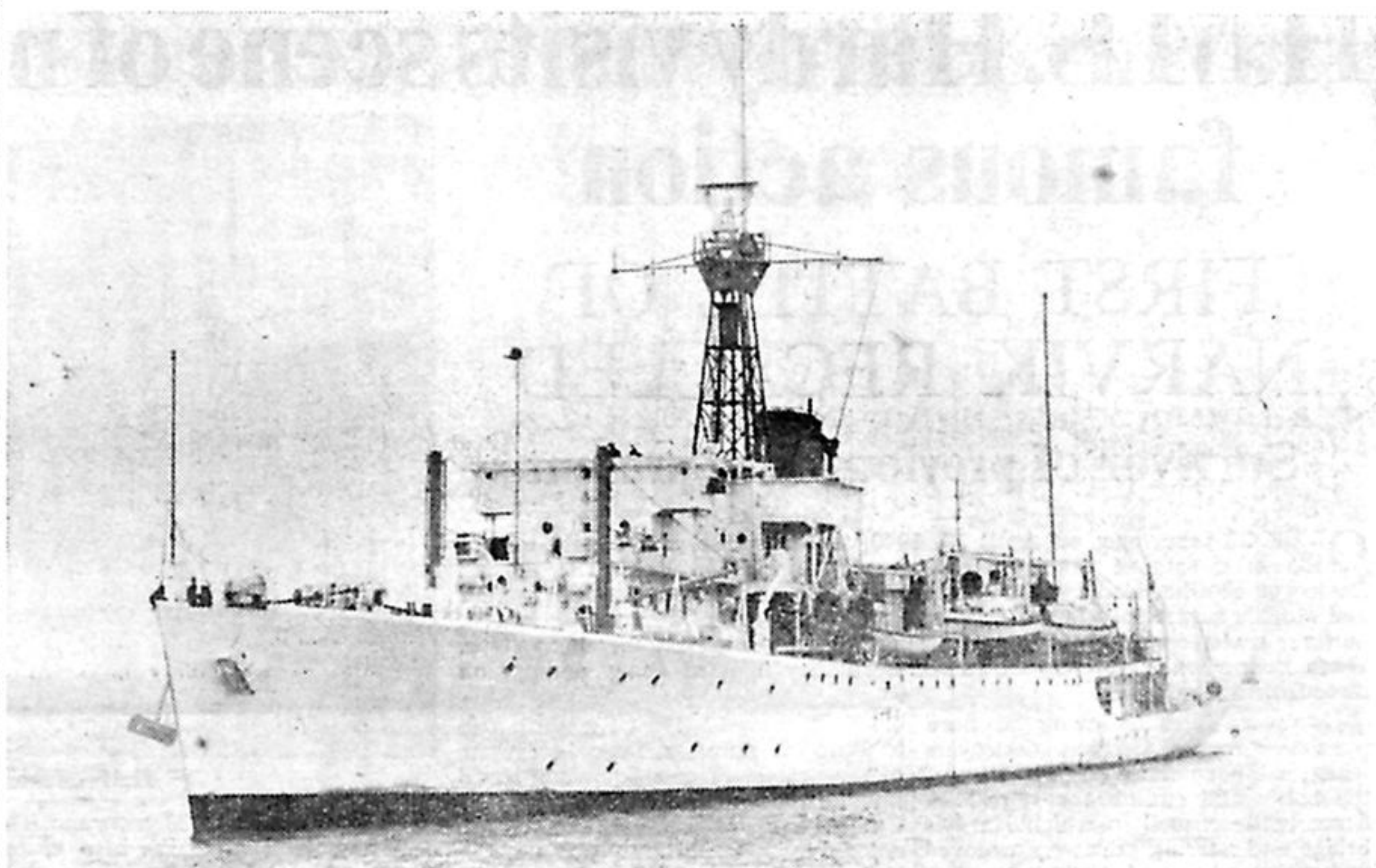
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Survey ship sails for seas off South Georgia IN FOOTSTEPS OF DARWIN

H.M.S. Owen, the naval surveying ship, sailed from Devonport on September 20 for duty in the South Atlantic and in sub-Antarctic waters. She will be retracing the first and last parts of the cruise of Capt. Fitzroy in H.M.S. Beagle—carrying Charles Darwin as a volunteer naturalist—the first survey vessel to do so since the historic voyage which began in 1831.

Main task of the Owen, commanded by Cdr. Geoffrey P. D. Hall, D.S.C., R.N., during an absence from Britain of nearly nine months will be to bring up to date charts of the seas off South Georgia. She makes her way south by way of the east coast of South America and the Falklands, and afterwards returns home by way of Tristan da Cunha, South Africa, St. Helena and Ascension.

The 235-ton Beagle—she had a ship's company of 65 compared with the Owen's 12 officers and 135 ratings—charted the coastline of the South American continent and the islands of Tierra del Fuego and Falklands before sailing into the Pacific. At the end of a five-year voyage she also visited the Cape of Good Hope, St. Helena and Ascension.

On board the Owen will be scientists from the British Museum, the Imperial College of Science and Technology and the National Institute of Oceanography.

FOUR MONTHS IN SOUTH GEORGIA

In the Atlantic, the Owen will take deep ocean soundings for research into the structure and shape of the sea bed and also sample "cores" from the bottom of the sea for the study of the earth's evolution. The Atlantic Ridge and the Nares Deep, north of the West Indies, will receive special attention. Deep water samples are to be taken for scientific research purposes.

It is expected that some four months will be spent in South Georgia, where the surveys will be controlled by re-

PICTURE OF A ROYAL OCCASION

ON the occasion of the State Visit of the Queen to Stockholm in 1956, Her Majesty went ashore from H.M. Yacht Britannia in the Swedish royal barge Vasaorden. The incident was painted by Mr. Titus Wikström, and his painting was recently brought to England by the Queen of Sweden and presented to Her Majesty. So that this interesting picture can be seen by the general public, Her Majesty has now graciously lent it to the National Maritime Museum where it has been hung in the vicinity of the bookstall.

The Swedish royal barge is an exact replica of the previous one which was built in 1774 and accidentally destroyed by fire in 1921. The oars and other fittings were saved from the fire and are used in the present barge.

Vasaorden is 59 feet long and 11½ feet beam. She has nine pairs of oars and can also sail.

cently fitted electronic equipment. Tellurometer sets which are able to measure distances accurately by means of radio will also be used.

The Owen was commissioned at Gibraltar in May and it is the second time that Cdr. Hall, who was formerly Superintendent of the Oceanographical Branch of the Admiralty's Hydrographic Department, has commanded the ship. Aged 44, he has previously been the captain of the surveying ships Scott and Franklin and also the frigate Bigbury Bay.

DICK BARTON

Mr. Duncan Carse, the B.B.C.'s famous Dick Barton, (how children from seven to 70 used to look forward to "Dick Barton—Special Agent"), is

The survey ship H.M.S. Owen, of 1,600 tons (standard) displacement. She was laid down in 1944 and completed in 1948. She was modernised in Chatham Dockyard in 1956.

being taken to a lonely island on the wettest coast of South Georgia.

He is taking with him stores sufficient for about two years but has no radio and will be unable to communicate with anyone should he be ill. It is not clear how he will get back to civilisation.

Mr. Carse is not worried however. He is, in fact, a most distinguished Polar explorer. He is a Fellow of the Royal Geographical Society and holder of the Polar Medal, having sailed to Antarctica in Discovery II.

During his time on the island he intends to undertake considerable survey and other work.

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Members I.N.T.A.



H.M.S. Hardy visits scene of namesake's famous action

FIRST BATTLE OF NARVIK RECALLED

Survivor of previous ship present

OVER 20 years ago, on April 10, 1940, to be precise, was fought one of the most famous destroyer actions of the 1939-45 War. The Second Destroyer Flotilla, lead by Hardy and consisting of Hunter, Havoc, Hotspur and Hostile surprised a large force of German destroyers by entering Narvik harbour undetected and sinking two destroyers and over six merchant ships. When making their getaway down the fiord they inflicted heavy damage on three further destroyers.

However, farther down the fiord were two more German destroyers which had been alerted by the noise of the battle and cut off the retreat. A fierce battle ensued in which Hardy's bridge and steering gear were wrecked and she was beached. Hunter was disabled and later sank. The other three ships got away but Hotspur was badly damaged.

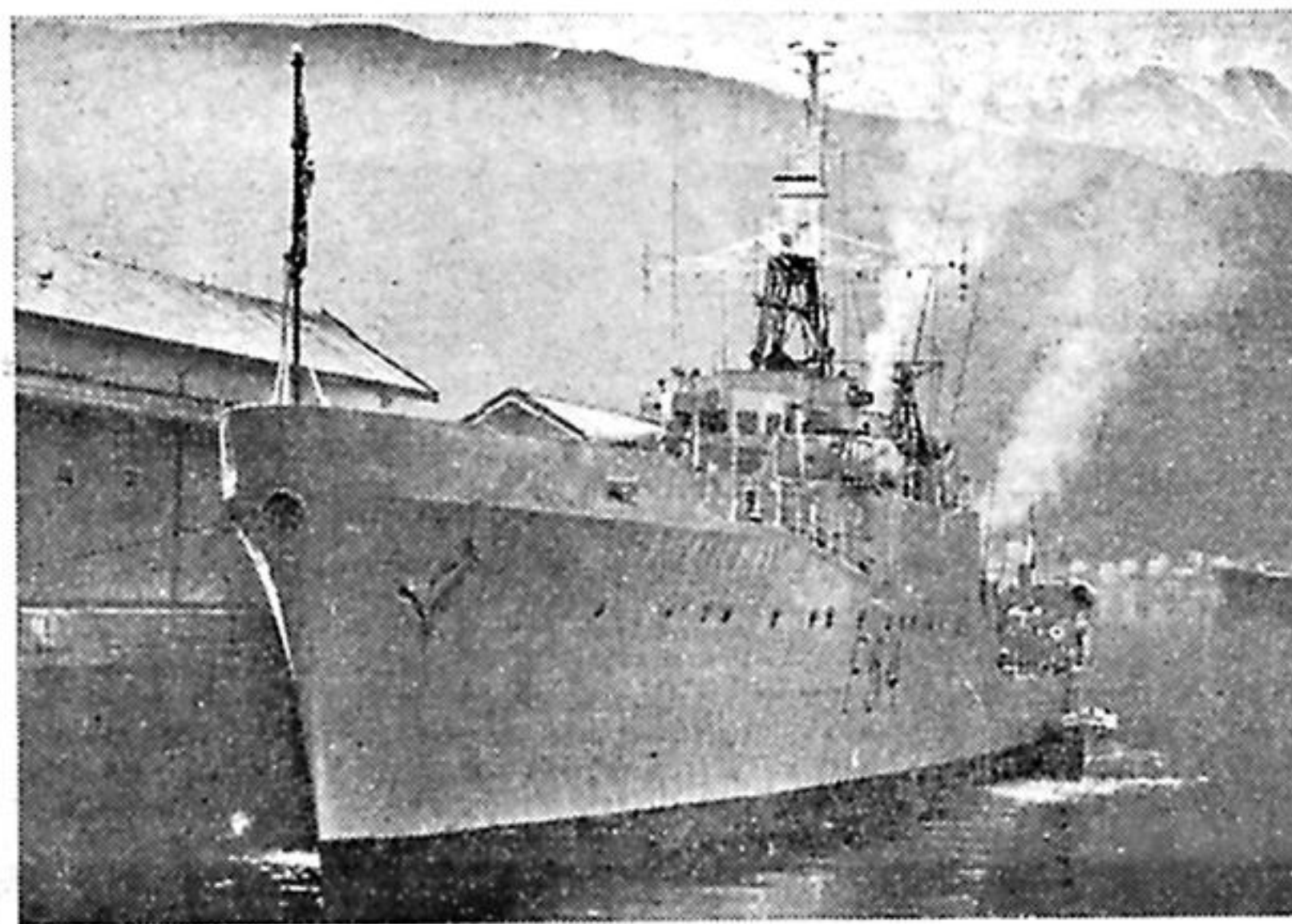
FIRST V.C. OF THE WAR

Hardy's captain, B. A. Warburton-Lee, R.N., was mortally wounded and the majority of men on the bridge were killed. The survivors, numbering about 150, got ashore and made their way to the small town of Ballangen, where they were looked after very well by the inhabitants until after the Second Battle of Narvik three days later when they were taken off by Ivanhoe. The Captain was later awarded posthumously the first Victoria Cross of the war.

All this concerned the seventh ship in the Navy to bear the name Hardy.

On September 12, 1960, the ninth ship to bear the name, a Type 14 Frigate of the Second Frigate Squadron based on Portland, and commanded by Commander M. H. Hutton, R.N., entered Narvik harbour, this time in peace, and berthed alongside a jetty which had been the berth of a German destroyer her predecessor had torpedoed and sunk! On board the new Hardy was Lieut.-Cdr. G. R. Heppel, R.N. (Retd.), who was the Flotilla Torpedo Officer in the seventh Hardy, taking passage to revise the scene of the battle.

During the visit which lasted four days, wreaths were laid on the British War Memorial in Narvik and on Captain Warburton-Lee's grave at Ballangen where he is buried with three others from the ship. At both places a guard was paraded and a short service conducted by the Second Frigate Squadron Chaplain. At Ballangen about 200 people came to watch and several came forward afterwards to tell of their part in looking after the crew



H.M.S. Hardy at Narvik, 1960

of the seventh Hardy 20 years ago. The cemetery at Narvik was also visited and there were found the graves of 34 named sailors from Hardy and Hunter. The graves in all three places had been well looked after.

SUNKEN SHIP STRIPPED

On the way back from Ballangen by bus the party stopped and had a look at the old ship which still lies clearly visible, lying on her starboard side and about 50 yards from the water's edge. Large plates had been removed from her side and it was apparent that German salvage teams had stripped her of all her fittings including her turbines. The following day Lieut.-Cdr. Heppel went with a party in the ship's motor cutter to see if he could find anything of interest on board, and hoping that he might be able to get into his old cabin and recover some of his belongings! They found indeed that nearly everything had gone. However, two copper scuttle drip trays were recovered from the Captain's bathroom and it is hoped, after much "buffing up," to instal these in the wardroom of her successor.

So concluded a very interesting visit and those in the ninth Hardy are very proud of the name made famous in Narvik fiord 20 years ago.

Note for the curious—The eighth Hardy was the leader of the V Class destroyers and was lost on a Russian convoy in 1943.

Injured when on way to take part in football match

WHILST on their way to Portsmouth from Lee-on-Solent to take part in the United Services Challenge Cup, first round, H.M.S. Ariel against H.M.S. Victory, Chief Petty Officer Heath and Petty Officer Godwin were injured in a car accident.

Both men were taken to the Royal Naval Hospital, Haslar, Petty Officer Godwin being detained with shock and lacerations. Chief Petty Officer Heath, who was driving the car when it was in collision with a lorry, was allowed to go home after treatment.

Although H.M.S. Ariel had to rearrange its team it managed to beat Victory 4-2.

TWO YEARS AND DISMISSAL FOR NAVAL SABOTEURS

Dainty Court Martial

AT a court martial in H.M.S. Cochrane, Donibristle, Fife, four young Engineer Mechanics, all aged 18, were found guilty of two charges of doing wilful damage and were sentenced to be imprisoned for two years and to be dismissed with disgrace from the Royal Navy.

The four were Peter Stanley Gee, David Noble Knox, Michael Joseph Chapman and David John Edwards, all of H.M.S. Dainty, a destroyer of 2,800 tons.

The charges were: That they wilfully damaged the telemotor system of the Dainty by cutting five telemotor leads in "B" engine room;

That they wilfully damaged the gearbox by means of two bolts, two studs and a number of split pins. Gee, Knox and Chapman offered pleas of guilty to both charges. Edwards pleaded guilty to the second

charge, but not guilty to the first.

The court rejected guilty pleas and during the hearing the Judge Advocate, Capt. H. L. Cryer, ruled that a statement obtained from Edwards by the Admiralty Constabulary late at night was inadmissible.

Capt. J. G. Wells, R.N., commanding officer of H.M.S. Dainty who prosecuted, said that Dainty was due to sail for waters off Iceland on August 26. That morning the telemotor leads were found cut. That night the port main engine gearbox made an unusual noise.

The prisoners' "friend," Cdr. M. V. A. Musters, R.N., said the

ULSTER AIDS STRICKEN ISLES

WHILST on her way to Jamaica, the frigate H.M.S. Ulster, undertook several mercy missions rendered necessary because of the widespread damage which followed in the wake of the latest hurricane to ravage the West Indies.

Ulster was first diverted on September 5 to Anguilla in the Leeward Islands and after landing supplies she went to Antigua, 120 miles away, to take onboard further supplies.

The frigate then proceeded to Barbuda to deliver stores, etc.

In addition to taking the much-needed stores, medical and other parties were landed to give assistance and to help to restore essential services.

TITHE BARN INTO CHURCH

IT has long been recognised that neither the R.N.E. College, Kenham, nor the new College at Manadon, H.M.S. Thunderer, has possessed a Chapel at all worthy in itself or comparable with those of the other two Colleges at Greenwich and Dartmouth.

With the opening of the new main block at Manadon by the Duke of Edinburgh in July last year, and with the eventual completion of its two new wings in about three years time, together with the new test shops, playing fields and other major improvements, H.M.S. Thunderer will be entirely self-contained, and it is planned that the Ministry of Works' huts, including the present temporary Chapel, will be demolished.

It has therefore been approved that the oldest building on Manadon estate (the estate is mentioned in the Domesday Book), the Tithe Barn, which is of great charm and architectural interest shall be converted into a Chapel capable of seating about 250 people.

A plan has been produced and the

whole concept is extremely attractive, since it integrates the great pillars and the end walls of the Tithe Barn into the new fabric. They are the ribs around which the new Chapel will be formed.

The Admiralty has now approved the main conversion to be undertaken at public expense on the understanding that the cost of internal decorations, certain fittings and the provision of an organ should be borne by non-public funds.

A fund, called the Tithe Barn Fund, has been launched to cover the cost of fitting out the new Chapel, and the organisers of the appeal feel that present and retired Engineer Officers, friends of the College, friends of the Navy and, perhaps, in particular West Countrymen, would welcome the opportunity of contributing.

The response to date has been most gratifying but much more is required towards the £5,000 which it is thought will be required.

The Commander, H.M.S. Thunderer, R.N., Engineering College, Manadon, Plymouth, will be grateful for donations and would be pleased to provide further details of this excellent project.



The Tithe Barn at Manadon, Plymouth

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ADMIRAL'S ASHES SCATTERED ON SEA WHERE SON WAS KILLED

Puma visits S. America

BY "NAVY NEWS" REPORTER

WE left Simonstown after a month's self refit on August 12 and proceeded for our South American cruise—Montevideo first stop. During a journey of 11 days, our very own production of "Radio Puma" made interesting listening in the dog watches, the programmes varying with such items as "Twenty Questions," "Tell a Story," and "Crime Report," in which our Medical Officer gave gory details of different methods of murder.

On nearing the South American coast the ashes of the late Vice-Admiral Sir Anthony Morse, K.B.E., C.B.E., D.S.O., whose son was killed in the River Plate battle on board H.M.S. Exeter, were scattered upon the sea in the position where the action took place. This very simple but impressive ceremony, held on the quarterdeck, was attended by the ship's company.

STRANGE SPANISH

Puma berthed alongside at Montevideo on August 22 to fuel and to give four hours leave to each watch. It was like farewell jolly when we left and it is surprising how friendships spring up in such a short time.

After a short canter up the River Plate we arrived at Buenos Aires where many of the ship's company aired their Spanish. Phrases such as "Senor, my postillion has been struck by lightning" have been rolling off strange lips!

The Argentine training ship "Presidente Sarmiento" was berthed close to Puma. She is the old down-funnel-up-screw variety of sailing ship and our Captain of the Forecastle is reputed to have passed for his hook on board her.

The Argentinians, living in a great meat-producing country, invited several parties to "asados" (barbecues to the uninitiated) where, according to the lucky people who went, each man ate half a bullock.

Corned beef factories were also a favourite "grippo" and I am assured that it is beef which goes into the tin. In fact, only 40 minutes elapses from the time the unfortunate animal enters the factory alive to the time when it comes out at the other end wrapped in tin.

Our guard made a good showing at two wreath-laying ceremonies, one for Admiral Brown, the founder of the Argentine Navy, and the other for General Jose San Martin, liberator and national hero.

A children's party for 70 of the British community was held on board and a good time was had by everyone, including the hosts. The seaboard, rigged as a pirate boat with skull and cross bones flying, was a great favourite.

EXPENSIVE NIGHT SPOTS

The night spots were well up to expectations but very expensive. However, many of the crew spent voluntary middle and part of the morning watches in them.

We left Buenos Aires for Santos on September 1.

Santos is a good starting place for Sao Paulo, about 50 miles inland, which is a very large, modern and busy city. The road journey itself is well worth the trip, for it is a wonderful feat of engineering, rising to 3,000 feet through tunnels hewn from solid rock and over parts of it supported by concrete stilts, where one can look a long way down and see a marvellous panoramic view of beautiful scenery. Santos itself also proved to be a good run ashore where the cost of living is one shilling a large bottle.

The colour party and guard were landed to participate in the Independence Day parade and they had the honour of leading some 5,000 troops.

We said farewell to Santos on September 7 and sailed for an overnight passage to Rio de Janeiro.

I hope to tell you about the delights of Rio in our next prowl, which takes us back to Simonstown for the final time this commission.



H.M.S. Puma's guard leading the Brazilian Independence Day parade of 5,000 troops through the streets of Santos on September 7

NEW ZEALAND NAVY WANTS EX-NAVAL MEN

THE Royal New Zealand Navy is short of certain types of Artificers and the New Zealand Cabinet has approved that up to 60 ex-Royal Navy men may be recruited.

The Minister of Defence has stated that recruiting would be restricted to those men of whom the New Zealand Navy is seriously short and the entries would be controlled so that the careers of those already serving would not be affected.

Hartland Point and Woodbridge Haven are Foreign Service

IT is understood from the Commodore, Naval Drafting Authority, that H.M. Ships Hartland Point and Woodbridge Haven are employed on Foreign Service and not Local Foreign Service.

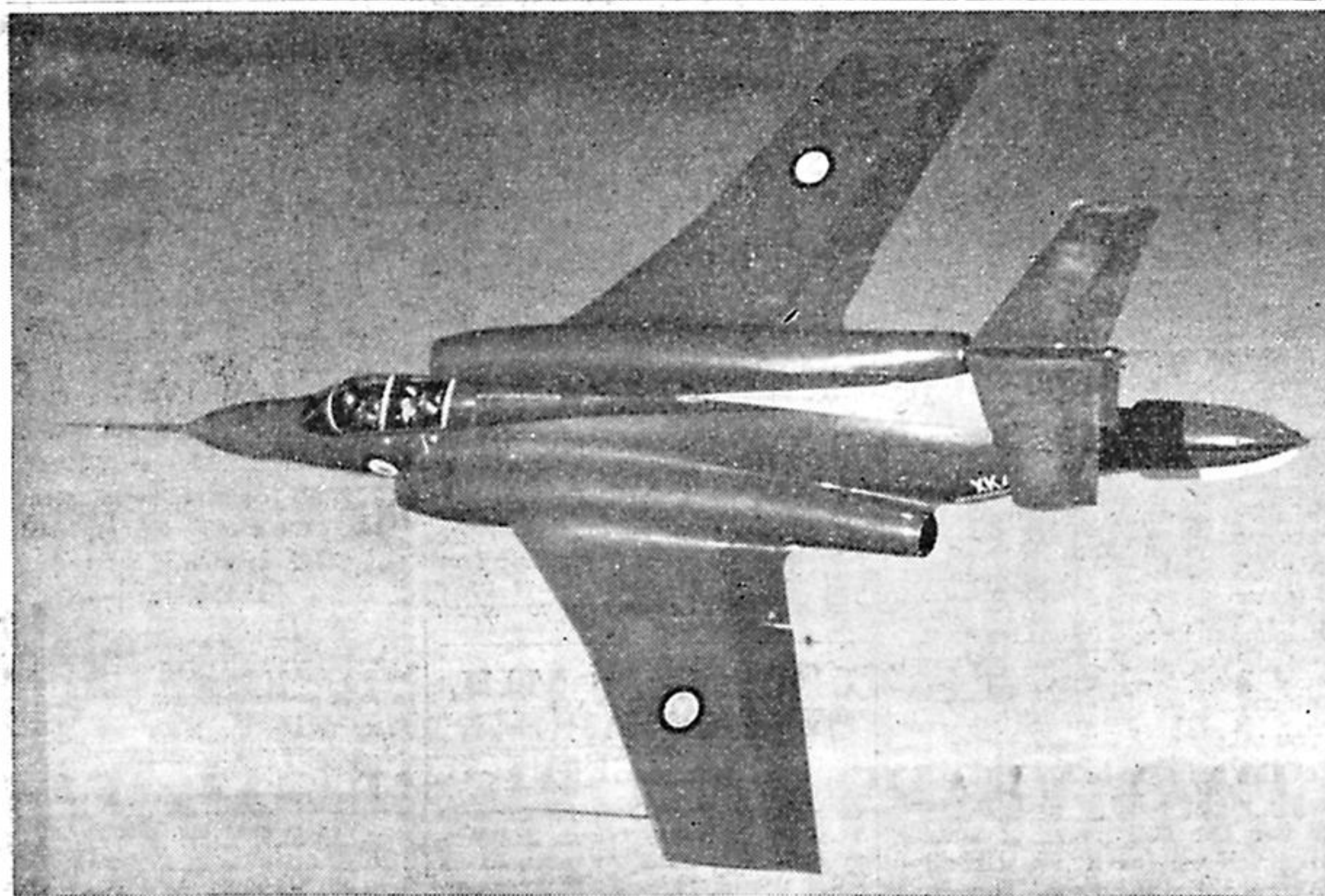
This information may be of value to ratings wishing to volunteer for service in either of these two ships.

H.M.S. Adamant, depot ship of the 3rd Submarine Squadron, based at Faslane, arrived at Portsmouth on September 28 for a few days visit.

Merger of Portland Establishments

THE Underwater Weapons Establishment and the Underwater Detection Establishment, both at Portland, are to be amalgamated into one research and development establishment. It will be known as the Admiralty Underwater Weapons Establishment and Captain J. H. Adams, M.V.O., R.N., who is at present Captain Underwater Detection Establishment, is to be its first Captain Superintendent.

The amalgamation will be effective from October 1.



The Blackburn Buccaneer—the world's first specially designed low-level high-speed strike aircraft. (Photo: Blackburn Aircraft Ltd.)

Buccaneers for the Navy

WILL BE IN SERVICE NEXT YEAR

THE N.A. 39 strike aircraft, which was seen at the 1960 S.B.A.C. Show at Farnborough, has been named the Buccaneer.

This two-seat all-weather aircraft which is powered by two de Havilland Gyron Junior engines, is being built by Blackburn Aircraft Ltd.

The Buccaneer is designed for high speed, very low altitude, long range strikes. It has the ability to penetrate deep into enemy territory with little chance of being intercepted by fighters or missiles. Its weapon system enables precision attacks to be carried out below the detection height of hostile radars, and includes automatic means of releasing both conventional and nuclear weapons.

One of the many interesting features of the aircraft is its large bomb bay with a rotating bomb door. It can carry a wide variety of weapons and equipment and can be adapted for use as a flight refuelling tanker and a

photographic reconnaissance aircraft. New construction techniques have been used to ensure a long fatigue-free life.

Successful deck landing trials carried out in H.M.S. Victorious have fully justified the use of an extensive boundary layer control system, which gives the aircraft a low landing speed.

The Buccaneer first flew in April, 1958, and will enter service in the Royal Navy next year.

Lady Pamela Hicks, daughter of Admiral of the Fleet Earl Mountbatten, visited H.M.S. Bossington (Lieut.-Cdr. D. Dunn, R.N.) on September 15. The Bossington was launched by Lady Pamela in December, 1955.



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Churches of the Royal Navy

A shrine hallowed by many memories yet the barracks' church is no museum

CHATHAM MEN REMEMBERED

THE church of St. George in the Royal Naval Barracks at Chatham is a very modern one by comparison with the many ancient churches with which the county of Kent abounds. The foundation stone was laid on April 27, 1905, by Admiral Sir Hugo Pearson, K.C.B., Commander-in-Chief, The Nore, and the church was dedicated on December 19, 1906, by the Right Reverend J. R. Harmer, Lord Bishop of Rochester.

The site on which the church is built is within a few steps of the first Roman road in Britain, and a cinerary urn has been found almost at its doors. The land adjoining was at one time marsh, with the high tides of the River Medway flowing over it. The land was reclaimed in the second half of the last century by convict labour which was brought to Chatham to carry out extensive additions to the old Royal Naval Dockyard.

The 50-odd years since the church was built cover a period as eventful as any since the Romans first marched over the hill at the foot of which St. George's now stands. The nation has been involved in two World Wars, and even in peace time the Royal Navy has given faithful and often scarcely realized service in many parts of the world. Men of the Chatham Port Division, which is soon to disappear as the result of modern-day economies, have played their gallant part in all those difficult and dangerous times, and it is not unnatural that those who gave their lives should have been commemorated in their Depot Church where many worshipped during their naval service. And so St. George's has for succeeding generations become a shrine hallowed by many memories.

CAN SEAT A THOUSAND

In design the church is adapted Early English, of fine elevation with lofty clerestory, but narrow aisles opening to the nave by 11 arches on either side. It is about 150 ft. in length and 60 ft. in width and has a seating capacity of about a thousand. It is situated just inside the main gate of the barracks amid pleasant lawns and flower beds.

The most recent large memorial is that commemorating the men of the Chatham Port Division who lost their lives in the Second World War. This consisted of the entire redecoration of the Choir and Sanctuary. The lofty barrel roof of the Chancel is painted in celestial blue and studded with silver stars, giving the effect of the canopy of the heavens. The fine oak woodwork was cleaned and treated; the screens at the entrance to Choir and Lady Chapel were redecorated; festival altar frontals for both the High Altar and the Lady Chapel were provided, and a royal blue carpet laid in the Choir and Sanctuary.

Of its stained glass the church is rightly proud. There are 15 windows in the Choir and Sanctuary, ten of them embodying the crests and badges of Chatham-manned ships and groups of ships lost through enemy action in the Second World War. The eleventh window, a representation of St. Margaret of Antioch, commemorates the service of the Women's Royal Naval Service in two world wars. Two others—the gift of Mr. Dick Foxall, who served in the Chatham Port Division during the last war—commemorate the Dunkirk evacuation and the North African landings. The remaining two windows are a memorial to His late Majesty King George VI. One portrays the Resurrection, beneath which are the late king's sword belt and naval cap; under this is a panel portraying the Chatham crew drawing the gun carriage through the streets of London at the King's funeral. The other window depicts the Royal Coat of Arms surmounting the memorial inscription.

The Reredos, an oak triptych, was erected to commemorate the allied

nations and their colonies who fought together in the war of 1914-18. Its beauty was greatly enhanced when, as part of the late war memorial scheme, it was cleaned and the various shields and national emblems painted in their proper heraldic colours.

BOOK OF REMEMBRANCE

An important part of the war memorial is the Book of Remembrance which is kept in a fine oak casket stand made by Shipwrights serving in the barracks. The book contains the names of more than 12,000 ratings of the Chatham Division who lost their lives in the last war, and each day at sunset a page of the book is turned.

The first three windows in the south and north clerestory respectively are memorials to Their late Majesties King Edward VII and King George V, and the stained glass in the Great Window in the west wall is the Chatham Division memorial to those who lost their lives in the 1914-18 war. The central light depicts Christ enthroned in glory, with St. George and the dragon at his feet.



The Church of St. George, R.N. Barracks, Chatham. Note the crests at the end of the pews. (Photo: Pembroke Studios, R.N. Barracks, Chatham)

Among the many other memorials and items of interest in the church are the two standard candlesticks within the Sanctuary which commemorate 17 Chaplains in the Royal Navy who were lost in the First World War; the Royal Colour of King George V, laid up after his death in 1936; the ensign carried by the naval forces in the Victory Parade through Berlin on July 21, 1945; and the brass tablet recording the heroic Antarctic expedition which cost the lives of Capt. Scott, Lieut. Bowers, Capt. Oates, Dr. Edward Wilson and Petty Officer Evans—the last named a Chatham rating.

NAPOLEONIC WARS VICTIMS

On the terrace to the south of the church is a Gothic tabernacle monument erected over the grave of a number of French prisoners of war. During the Napoleonic Wars those taken captive were lodged in hulks off Gillingham and those who died were buried on the banks of the Medway. Later their remains were removed to St. Mary's Island, and early in this century were again removed to their present resting place in order to make way for a projected extension to the Royal Dockyard. What the monument lacks in artistic merit is made up for in the inscription which reads: "Here are gathered together the remains of many brave soldiers and sailors who having once been foes, afterward the captives of England, now find rest in her soil, remembering no more the animosities of war or the sorrows of imprisonment. They were deprived of the consolation of closing their eyes amongst the countrymen they loved, but have been laid in an honourable grave by a nation which knows how to respect

valour and to sympathise with misfortune."

There is always a danger that a naval church may become a kind of museum and an article of this nature is liable to give the impression that such is the case. Happily nothing could be farther from the truth. Much has been done since its dedication to beautify St. George's and to make it a shrine not only worthy of those commemorated there, but a worthy place for the worship of Almighty God, as the many thousands who have worshipped there will testify. Day by day and week by week worship is offered to the Blessed Trinity, and our gallant departed are remembered at the Altar every morning.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



CHRISTMAS MAIL WILL BE A REAL PROBLEM

IF the posting of Christmas cards to I cousins in Wagga Wagga and Wisconsin and parcels to relations in Pitcairn and Peru is causing you worry then spare a thought for the ship's company of H.M.S. Protector (Capt. D. N. Forbes, D.S.C., R.N.), the ice patrol ship in the Antarctic.

The Protector, which will be based on Port Stanley, in the Falkland Islands, to make a passage by way of Gibraltar and Trinidad and transits the Panama Canal towards the end of next month. She then visits ports on the west coast of South America before going through the Magellan Straits on her way to the Falklands, where she will spend both Christmas and the New Year.

For the 19 officers, 220 ratings and 30 Royal Marines on board the receipt and despatch of letters and parcels in a part of the world with extremely limited mail facilities is a major worry, but plans have been made to ensure that greetings cards and letters posted while the Protector is sailing southwards arrive home in Britain neither too early or too late.

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £2,848,296 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £591,611 to kindred organizations and Children's Homes; and £349,119 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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Frigate with scarlet dhow badge to return to the Gulf

H.M.S. LOCH FYNE COMMISSIONED

H.M.S. Loch Fyne, a modernised anti-submarine frigate of the Loch Class, commissioned for service in the Arabian Seas and Persian Gulf on September 15, in H.M. Dockyard, Rosyth.

The ship, commanded by Cdr. P. J. M. Shevlin, R.N., has a complement of ten officers and 150 ratings, including a Royal Marine detachment. The armament consists of two four-inch and six 40mm. guns, and two triple-barrelled anti-submarine mortars.

Built by the Burntisland Shipbuilding Company, Fife, in 1944, H.M.S. Loch Fyne won battle honours in the Battle of the Atlantic and the English Channel before the end of the European War. She has since been modernised for service in the Persian Gulf, on which station she has now served three commissions. In 1958 the ship was the British guardship at the mouth of the Shatt-al-Arab river during the Iraq revolution, and later H.M.S. Loch Fyne moved to the Jordan part of Aqaba when Britain went to Jordan's assistance during that crisis period, and was the last British unit to leave.

The ship has just completed a refit at Rosyth, the first Persian Gulf frigate to be refitted there, and has had her air-conditioning, living spaces and galley facilities improved. She is now due to work-up in home waters and then proceed back to the Persian Gulf, where her distinguishing funnel badge of a scarlet dhow is a familiar sight.

The commissioning service was conducted by the Reverend J. F. Walmsley, M.A., the new Chaplain of the Dockyard, and Vice-Admiral R. H. Wright, C.B., D.S.C., the Flag Officer Scotland, Rear Admiral W. Evershed, C.B., D.S.O., the Admiral Superintendent of the Dockyard, and representatives of the management of the Burntisland Shipbuilding Company who built the ship were present.

Cdr. Shevlin, who joined the Royal Navy in 1942, was promoted Commander on June 30, 1960, immediately following an appointment as Gunnery Officer, H.M.S. Victorious.

HERMES PASSES FIRST THOUSAND MARK

THE 1,000th deck landing on H.M.S. Hermes took place on September 23.

H.M.S. Hermes, built by Messrs. Vickers-Armstrongs (Shipbuilders), Ltd., at Barrow-in-Furness, and which has a displacement of 27,500 tons (full load) was commissioned on November 25 last, but her flying trials did not commence until May this year.

The Commandant-General, Royal Marines, Lieut.-General Sir Ian Riches, visited Portsmouth on September 13-14. His tour included a visit to the Pay and Records Office which has now completed its move from Chatham.

Victorious recommissioned for Far East service

NEW BRITISH INVENTION WILL SAVE £11,000 A MONTH

IN the presence of over a thousand guests including Admiral Sir Manley Power (Commander-in-Chief, Portsmouth), Rear-Admiral R. M. Smeaton (Flag Officer Aircraft Carriers), Rear-Admiral E. N. V. Currey (Chief of Staff to the Commander-in-Chief) and Commodore Viscount Kelburn, (Commodore, R.N. Barracks, Portsmouth), H.M.S. Victorious was recommissioned on September 14.

The huge aircraft carrier has been in dockyard hands for six months after completing her first commission after the complete "new look" she was given in H.M. Dockyard, Portsmouth, from 1950 to 1958.

Now she is ready again for service and, after a work-up programme in the Mediterranean which will last until December, she sails for the Far East after Christmas at Portsmouth.

Commanded by Capt. H. R. B. Janvrin, R.N., the commissioning warrant was read during the commissioning service conducted by the Chaplain of the Dockyard (the Rev. H. Brierley, R.N.) and the ship's chaplain (the Rev. Basil Watson, R.N.). The blessing to the commission was given by the Bishop of Portsmouth (Dr. J. H. L. Phillips).

After the commissioning ceremony guests and the ship's company partook of a chicken and turkey luncheon and 16-year-old Junior Seaman John Fletcher, of Scunthorpe, the youngest member of the ship's company, cut a huge cake of 250 lb.

Victorious, foremost among the aircraft carriers of the world, with fully angled flight deck, mirror landing sights, steam catapults and a 3-D radar almost out of this world—all British inventions—is to have another British invention. The port bow is to have a "bride catcher," which will catch the strops used when catapulting aircraft. Until now the strops which hook the aircraft on to the catapult have fallen into the sea after each launching, and as these strops are said to cost £15 each the waste has been considerable. It is reckoned that over a period of a month of intensive flying over £11,000 can be saved.

Admiral of the Fleet, Lord Chatfield, was 87 and Admiral Sir Lionel Preston was 85 on September 27.

HERMES WINS TEN OUT OF SIXTEEN TROPHIES

FROM sweat rash to frost bite—that sums up the period in which H.M.S. Hermes spent in the Mediterranean until the time of her arrival in Rosyth; a period of sea time and adventure which most enjoyed.

After leaving Portsmouth, the first "down anchor" was outside Grand Harbour, where each watch was able to squeeze a run ashore in Malta.

Next visits were to Messina and Algiers where everyone had a good time. The Royal Marine Guard and Band were thought highly of in the local press. First, they were paraded at Messina for the visit on board of the Flag Officer Sicily, Admiral Forza, and secondly the British Consul at Messina entertained 100 of the ship's company, with French partners, at a dance in which the Royal Marine Band provided the music.

Back in Rosyth, enthusiasm prevailed. The visit coincided with the fleet sports programme, and the results were a credit to the sports staff and the enthusiasts. Of the 16 Carrier Squadron Trophies to be competed for, 10 were won by Hermes while Ark Royal won five. There is one yet to be competed for. Some of the successes were at swimming, boxing, cross-country, water-polo and soccer.

TRAINING THE DIVISIONAL OFFICERS

"It is on Her Majesty's Navy whereon, under the good Providence of God, the wealth, safety and strength of the Kingdom so much depend."

MOST of us are familiar with this quotation, but perhaps not all of us realise that the safety and strength of the Royal Navy depends almost entirely upon the greatest single factor—the sailor himself. He must be efficient, and if he is to be efficient he must be properly led and supervised.

In an endeavour to achieve this, the Divisional system was introduced in the middle of the eighteenth century. The system is essentially simple, but makes high demands on those who are concerned with its operation—the Divisional Officers.

Quite obviously they cannot begin to do their jobs properly unless they have a sound knowledge of the many rules and regulations which affect the sailor's advancement, welfare, pay, discipline and general conditions of service.

The aim of the Officers' Divisional Course at the Royal Naval Barracks at Portsmouth is to provide Divisional Officers with this essential background. Courses are designed to suit the experience and, in some measure, the specialisation of the officers who attend.

NEWLY ENTERED OFFICERS

The first group of officers that are catered for, are newly entered Medical, Dental, Instructor and Constructor

Officers and Chaplains.

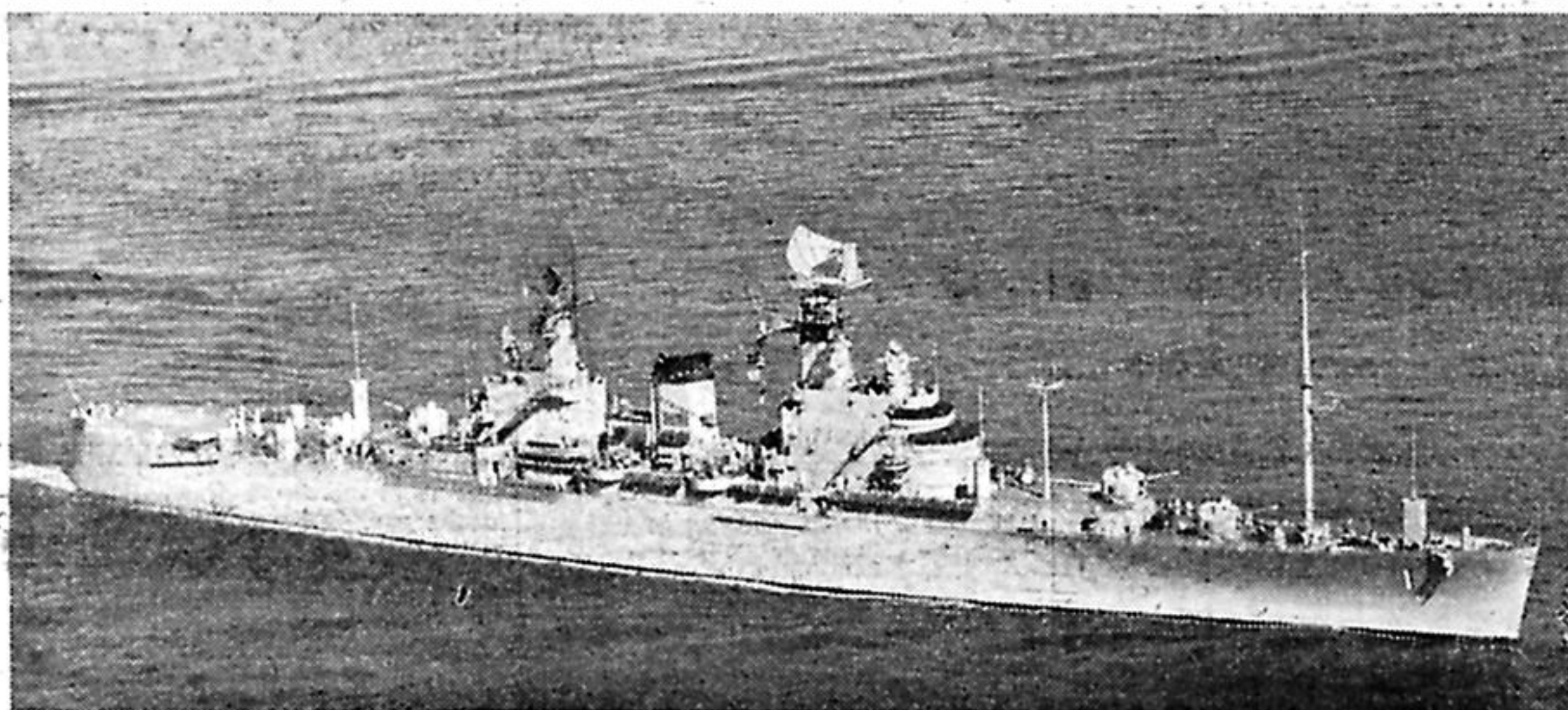
Their four-week course is an introduction to the navy with emphasis on the Divisional system, developing powers of leadership and self-confidence. Arduous expedition and sail training form a valuable part of the syllabus and visits to ships and other establishments are also arranged in order to give the New Entry Officers some idea of the overall task of the Service.

Officers who have already had experience of the Royal Navy undergo a two-week course prior to taking up their divisional duties. These courses include upper yardmen, General List Electrical Officers who have completed their course at Cambridge, and short service Fleet Air Arm Officers.

Special courses are run for newly entered List One and Two R.N.R. Officers and members of the R.N.V.(SJR). Other Reserve Officers are accepted and are fitted into courses most suited to their background and experience.

In addition to these courses, a two and a half day-course is run especially for Commanding and Executive Officers designate. These courses are designed to bring officers up to date in divisional and disciplinary matters prior to their taking up a new appointment whether it be ship, shore establishment or air squadron. This course is also eminently suitable for other experienced officers who are taking up divisional duties after an appointment which has not required them to keep in touch with divisional work.

The course instructional staff consists of five Officers and a Chief Petty Officer augmented by many outside lecturers. The Officer-in-Charge is a Seaman specialist, the others are of the Supply, Fleet Air Arm, Engineering and Gunnery specialisations. The Chief Petty Officer is a Gunnery Instructor who, besides giving lectures, is in charge of parade ground work.



U.S.S. Northampton—the Tactical Command Ship and flagship of the United States Second Fleet—at present visiting Portsmouth

Portsmouth Guildhall taken for post-exercise analysis

19 AMERICAN AND CANADIAN SHIPS IN HARBOUR

SINCE October 3 hundreds of officers from NATO countries have been attending post-exercise discussions and analyses at the Guildhall, Portsmouth, following the extensive exercises which have been taking place in the North Atlantic and the North Sea over the last month.

None of the Portsmouth naval establishments could accommodate the large number of officers involved.

In the harbour are 16 United States Navy ships and three Royal Canadian Navy ships. Of the 16 American, ten are submarines, including the nuclear submarine Scorpion, for whom there was a certain amount of concern during September when she did not answer certain radio signals.

The Scorpion is the first nuclear submarine to enter the harbour.

The United States ship Shangri-la, flagship of Rear-Admiral H. T. Moorer, and the destroyer Mitcher are berthed at Southampton.

The U.S.S. Northampton (14,700

tons), Tactical Command Ship, is the largest ship of the American contingent at Portsmouth. She is the flagship of Vice-Admiral H. T. Deutermann. Other American ships are the U.S.S. Norfolk, a destroyer leader, the destroyers Johnston and Hawkins, the submarines Picuda, Chopper, Sailfish, Amber Jack, Dogfish, Redfin, Tirante, Halfbeak and Trigger, the submarine tender Fulton, the fleet tug Seneca and the fleet tankers Canisteo and Calashatchee.

FIVE THOUSAND VISITORS

The Royal Canadian ships present are the destroyers Nootka (Captain A. F. Rickard, R.C.N., commanding the squadron), Iroquois and Haida.

Altogether the visitors at Portsmouth total about 5,000 whilst there are another 4,000 at Southampton.

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THE ROYAL NAVAL ASSOCIATION

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Annual trip left member tired and speechless NEWCASTLE'S SPLENDID PARTY

THE annual trip of the Newcastle and Gateshead branch of the Royal Naval Association must, according to the report of the chairman, have been a really splendid party. According to the report even Shipmate Hardy couldn't tell his usual spate of stories because he was so tired.

The trip was organised by Shipmate Robinson and tribute was paid to him by the secretary, Shipmate Thirwell, during a witty after lunch speech.

The lunch was followed by cricket and rounders on the beach under the shadow of Bamborough Castle. The best bat was Shipmate Holloway—he broke it! Shipmates Branch and Burdill scored most rounders; Shipmates Lackford and Davis bowled well.

After tea at the hotel the party visited Longhorsby where the members refreshed themselves with a few noggins and had a few ditties from an "Elvis Presley type," although his songs would never be recorded.

Then back to Newcastle and the last liberty boat home. The branch didn't see Shipmate Scott for a couple of meetings and his excuse was that he was still suffering from shock.

The No. 11 Area meeting was attended by Shipmate Lackford who gave a full report upon his return. It is understood that the next area meeting will be held at the Newcastle and Gateshead branch and the committee are making arrangements for a splendid welcome.

The chairman, Shipmate Finch, the treasurer, Shipmate Denton and Shipmates Howe and Branch officially visited the Wear branch and conveyed the branch's best wishes for the Wear dedication ceremony. It was a pity that the ceremony and Newcastle's outing clashed, but Shipmate Edmundson of Wear has promised to visit Newcastle and tell the members how things went.

In his report Shipmate Finch asks Wear branch to have a look at its ship's bell. The old service custom of "something being done about it" when an article was "appropriated" may give Wear some ideas!

Field day Further progress of Wear branch

PROGRESS of the Wear (Sunderland) Branch of the R.N.A. continues, and one of the later steps to be taken was the forming of a women's section.

This has proved a popular innovation, especially with the introduction of the pie and peas suppers.

The most recent effort of the women's section to date, however, was a very successful field day which was held at Seaburn, and the 300 children who took part all received a prize.

In addition to the numerous children's events, a display of boxing and gymnastics by Sunderland Sea Cadets was followed by a football match—mothers v. fathers. Result: 20 to 19 victory for the fathers.

A port of call in London

ONE of the oldest and one of the most financially successful branches of the Royal Naval Association, the Battersea branch, has at last sent in a report to "Navy News."

The secretary reports the branch headquarters at the R.N.A. Club, 122 Battersea High Street, S.W.11, is conveniently placed for outlying branches who may be visiting London to see a show, football match, etc., to call there afterwards for a very convivial evening, tea, etc.

Many of the branches in the provinces have already visited the branch and members of other branches are made very welcome.

The branch has an excellent fully licensed bar and at week-ends there is a regular band in attendance in the dance hall.

It is obvious that a true spirit of friendliness pervades the whole branch and has contributed greatly to its success throughout nearly a quarter of a century.

TRAFALGAR TABLEAU RESULTED IN NEW MEMBERS

Coventry to find different headquarters

THE past few weeks have proved very eventful for the Coventry branch of the Royal Naval Association. First, after careful preparation, the members entered the annual carnival with a tableau depicting the Battle of Trafalgar, complete with period costumes, etc. The effort proved worth-while publicity because the branch has benefited by several new members.

On the same evening as the carnival members visited the "chummy ship," the Hinckley branch, and it was no wonder that several of the local inhabitants rubbed their eyes in amazement. The visitors were still in their carnival costumes—but this only added to the fun of the evening which was over all too soon.

It was a tired but happy party in the convoy of cars which wound its way back to Coventry late that night.

More recently the branch has been informed that its headquarters in Lincoln Street has to be vacated to make way for the redevelopment of the city. Naturally this is giving the club committee cause for anxiety because it is realised that a permanent headquarters is the basis of a strong and happy branch.

However, shipmates are keeping their fingers crossed and hoping that Coventry Corporation can be persuaded to allocate something to enable them to perpetuate the spirit of the Royal Navy of which they are all justly proud.

TAFFRAIL.

TREAT STANDARDS WITH RESPECT

SIR.—Whilst applauding the effort of R. T. Giles in the September issue to procure publicity for the Royal Naval Association on Reunion Day, I beg him to think seriously before desecrating his Standard.

Too often, at Dedication services, etc., one sees Standards laid on the ground and other places, whilst their bearers are elsewhere, and only last Sunday I was sorry to see a Branch Standard decorating the bows of a river launch. By all means "dress ships" with flags and pendants and lifebuoys—a coach so arrayed would look wonderful—but the use of Standards should be restricted to proper occasions.

It would be well to remember what the Standard really is—a dedicated memorial—and treat it as such. How on earth can one expect the Standards to be accorded the respect which is their due if they are, to quote the book of words, "banded about indiscriminately" all over the place. —A. G. WOONTON, 30 The Poplars Bramley Road, London, N.14.

Spending the next eight months in the Antarctic in H.M.S. Protector will be five Chinese who man the laundry on board. It is the first time that Chinese laundrymen have travelled in one of H.M. ships to spend a commission south of the Falkland Islands.

The Chief of the Italian Naval Staff, Admiral C. Pecari Giraldi, visited Portsmouth on September 28.

CORRECTION.—In the August issue of NAVY NEWS—Ship of the month—we said H.M.S. Hermes was built by Messrs. Armstrong Whitworths (Shipbuilders) Ltd., Barrow-in-Furness. We are sorry about this mistake. H.M.S. Hermes was, of course, built by Vickers-Armstrongs (Shipbuilders) Ltd.



R.N.A. Coventry's tableau of the Battle of Trafalgar

FOUNDATIONS HEWN OUT OF SOLID ROCK

A BRANCH of the Royal Naval Association which has shown great spirit and enterprise is Runcorn, whose headquarters is on the banks of the Manchester Ship Canal, off Mersey Road.

The branch has a total membership of about 320 with approximately 130 full members and nearly 200 associate members.

The prime mover in the establishment of the branch and club was Sub-Lieut. Eric Peers, R.N.R., and the founder-members were faced with not only erecting the main fabric of their club alongside that of the headquarters of the Sea Cadet Corps, but with having to hew the foundations, including a "cellar cool," as deep as it was capacious, out of solid rock. But the "working parties" stuck to their guns and the club was opened five months after the first preliminary meetings.

The president of the club is Dr. C. E. Miller, an Australian who served as a Surgeon Lieutenant-Commander with the R.N.V.R. during the Second World War. The chairman, Shipmate T. G. Brown, was an engine room artificer in H.M.S. York, which sank the Scharnhorst off the North Cape.

The secretary, Shipmate J. E. Peers, served in minesweepers and destroyers and later with the Fleet Air Arm in northern waters. The treasurer, Shipmate T. Lewis, was an Able Seaman and served mainly in frigates, fleet fuel tankers and was in the invasion of Sicily and Italy and was also in the Burma campaign.

The club steward is Shipmate W. Bradbury, who was a Petty Officer Stoker whose ship, H.M.S. Broadwater, an ex-U.S.A. destroyer, was torpedoed in mid-Atlantic. A vice-chairman is Shipmate J. McMullen, who was a Chief Petty Officer and whose most vivid memory is the evacuation of Dunkirk.

The oldest member of all is Shipmate C. J. Sheldon, M.B.E., who first went to sea in 1899. He was in the Dover Patrol in the First World War and with the Merchant Service in the last war. In all, he served for 53 years. He is a vice-president.

Naturally it has not been all plain sailing but, experience having been gained, Runcorn is now on an even keel and with a resident dance band, entertainments and dances, has begun to show a profit for all its labours.

The founder-members were Shipmates T. G. Brown, J. E. Peers, R. Sidwell, J. Beech, A. Tunstead, L. M. Burns and R. Wainwright.

PUBLICITY AT CHEAM IS ATTRACTING NEW MEMBERS

BRANCH life in the Cheam and Worcester Park branch of the Royal Naval Association is going on very well indeed and it is gratifying to the officials that shipmates are bringing along new members.

Another help in this direction is the publicity given to the association by the vice-chairman who sends an article to the local press each month informing them of branch activities. The press have visited the branch twice in a month and taken photographs.

Shipmates, their wives and friends had a grand day at Southsea. The ladies are holding their Annual Theatre and Dinner on November 12 when it is hoped that the men will support the ladies in the same way that the ladies support the men. The branch is holding dances on October 22, November 19 and December 10 and members are always pleased to see shipmates and ladies from other branches on these occasions.

PRESENTATION

The Rev. Dr. Vernon Davies, the branch Chaplain has, due to pressure of his hospital and parish work, had to retire and the Rev. Denis Bryant, D.F.C., has kindly consented to succeed him. The retiring chaplain was presented with a small token of regard by the shipmates, Shipmate Alderman Hasted, the vice-president, making the presentation. Dr. Davies, expressing his gratitude, said he had enjoyed every moment he had spent with the branch.

PRESENTATION OF ROYAL HUMANE SOCIETY AWARD

ON Saturday, August 27, shipmates of the Castleford Branch of the Royal Naval Association, along with their wives enjoyed a social evening to mark the presentation of an award from the Royal Humane Society to Shipmate John Land, who, as reported in NAVY NEWS, saved the life of a young woman last year while at Southsea with other shipmates from Castleford who had been visiting Portsmouth for the Navy Days.

Ernest Hutchinson, the Town Clerk of Castleford, made the presentation.

The branch has been very active this year, with various outings and social visits to other associations, the last being a visit to shipmates at Doncaster when they held their dance. This was a most enjoyable evening.

The next big event for the branch is the Christmas dinner which will take place on December 3 and plans for which are rapidly taking shape.

Castleford welcomes visitors from other associations in the area and also welcomes shipmates who may be passing through. The branch headquarters is at the Magnet Hotel, Pontefract Road, Castleford.

ceed him. The retiring chaplain was presented with a small token of regard by the shipmates, Shipmate Alderman Hasted, the vice-president, making the presentation. Dr. Davies, expressing his gratitude, said he had enjoyed every moment he had spent with the branch.

There is to be a Presentation Night at the headquarters of the branch on January 14 when other branches will be invited to enjoy a social and dance. A full programme is being arranged to ensure smooth running and a lively enjoyable evening.

The shipmates who attended the branch "stag outing" to West Ham branch had a first-class evening. It is true that Sunday morning was not as good as Saturday night but the branch do say a very warm "Thank you" to West Ham for the grand hospitality.

[The branch "scribe" sent along to the Editor with his report the News Sheet produced by the Cheam and Worcester Park branch. Perusal of this extremely "newsy" News Sheet, seven foolscap pages, shows how "alive" the branch is. Judging by the News Sheet the branch has a good attendance at meetings, much is discussed and much useful work is done for the good of Cheam branch in particular and the association in general. —EDITOR.]

Winter routine at Dorking

IN extending a welcome to shipmates in the area to visit their branch at the Imperial Services Club, West Street, Dorking, the Dorking "scribe" states that the branch is now settling down for the winter routine.

A roaring fire, drawn curtains, a mug of ale, a smoke and yarns with old friends—could anything be more inviting?

The branch supported the Wimbledon branch dedication ceremony on October 2, and on November 11 will be at strength for the British Legion Parade.

The children's party was a great success, thanks to the wife of one shipmate in particular.

The branch is managing to find one or two members and is keeping up its numbers, and attendance at the meetings average 20.

Dorking branch has been in existence 9 years—seven of them in one headquarters—and members are now looking forward to the "ten."

War-time sub commissions for the sixth time

FIRST OF CONVERTED 'T' CLASS

ONE of the few "T" class submarines which saw active service during the war still in service will commission on October 24 at Portsmouth for service with the newly re-formed Second Submarine Squadron, based at Plymouth on H.M.S. Forth.

The submarine is H.M.S. Taciturn (Lieut.-Cdr. N. J. Gilbert, R.N.), which was built at Barrow-in-Furness by Vickers-Armstrongs and launched on June 7, 1944, by Mrs. Kenneth Martin.

She was first commissioned on September 13, 1944, joining the Third Submarine Flotilla under the command of Lieut.-Cdr. E. T. Stanley, D.S.O., D.S.C., R.N.

At the end of January, 1945, having been transferred to the Fifth Flotilla she sailed for an uneventful work-up patrol in the Atlantic and then sailed for Fremantle to join H.M.S. Adamant and the Fourth Flotilla.

Whilst in the Far East Taciturn undertook two war patrols. During the first she sank a 4,000 ton ship with two torpedoes and later a 290 Japanese submarine chaser by gunfire. During the second patrol she boarded and sank by demolition two small schooners off Bali and, with H.M. S/M Thorough, sank four 200 ton luggers and two landing barges and destroyed

four warehouses when shore guns and harbour installations of Buleng Roads were bombed.

Commissioned and refitted at Devonport in 1946 she was fitted with a snort mast and her four-week snort evaluation cruise into the Atlantic was one of the first that a snort-fitted submarine of the Royal Navy had spent any length of time continuously dived.

Experience in World War II had shown the necessity for a submarine to be developed with higher underwater speed and greater endurance and as Taciturn was of all welded construction and only four years old, she was selected for conversion. In November, 1948, she entered Chatham dockyard.

Eighteen months later the new Taciturn appeared. She had been cut in two just abaft the original engine room bulkhead and an additional 14 feet of pressure hull was inserted to accommodate an extra battery section and a pair of main motors. The gun, five external tubes and the bridge were removed. The bridge was replaced by

a modified conning position, and a streamlined fin was built to enclose her seven periscopic masts. The combination of additional motors, extra battery power and streamlining gave Taciturn over twice her previous maximum speed.

The submarine's third commission began on May 4, 1951, and her "First of Class" trials in the Third Submarine Squadron were so successful that seven other boats were converted.

The fourth commission was also spent in the Third Squadron carrying out advanced trials and taking part in British and N.A.T.O. Fleet exercises.

The fifth commission was again in the Third Submarine Squadron and after her "unfit to dive" date had expired she proceeded on a Round Britain Recruiting Cruise. She visited 14 ports and was in turn visited by 45,000 people.

THE ROYAL NAVAL ASSOCIATION'S ANNUAL PARADE & CENOTAPH SERVICE WILL TAKE PLACE ON OCTOBER 15

The columns will move from the Horse Guards Parade at 2.45 p.m. for the Cenotaph

SEAMAN BOY TO ADMIRAL

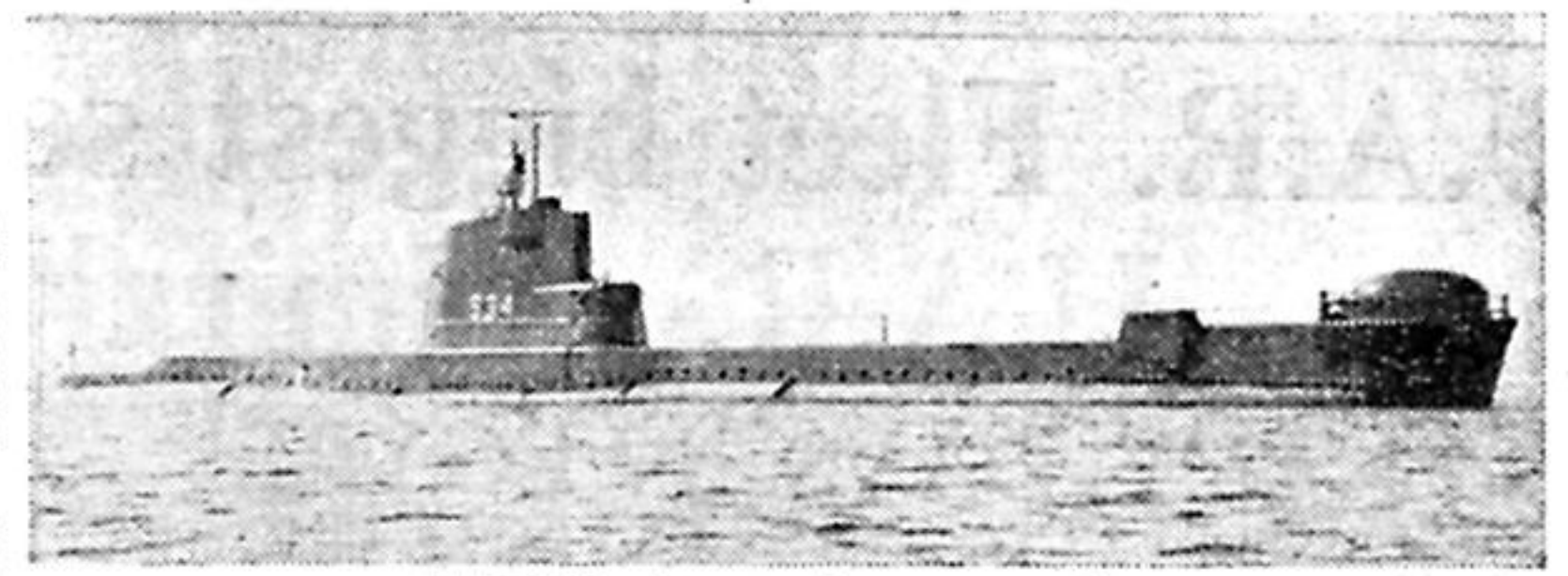
ADMIRAL Sir Philip Enright died at Exmouth on September 29. He was 66.

Admiral Enright was a boy entrant in H.M.S. Ganges in 1910 and completed his initial training in the old training ship, H.M.S. Impregnable.

He was promoted to Mate and was a Commander by 1931 and promoted to Captain in 1937. He attained flag rank in 1947.

One of his appointments as a flag officer was Flag Officer Training Squadron when he flew his flag in H.M.S. Anson. He became Admiral Superintendent of Devonport dockyard in 1950. He retired in 1954.

The United States Navy stores ship Antares visited Portsmouth from September 9 to 14.



H.M.S. Taciturn as she appears today

The old lady of Lazaretto Creek is not too old at forty

ON March 22 H.M.S. Ausonia, the Mediterranean Fleet Heavy Repair Ship, celebrated her 39th birthday. Hands were piped to Dance and Skylark; a riotous inter-departmental Ukkrers match was played on the fore-castle; special menus were served; a birthday cake weighing 140 lb., and decorated with 39 candles and a model crane, was baked by the ship's cooks, ceremonially cut by the Captain, and divided up among the ship's company; and the dog watches were devoted to an impromptu concert.

But lest her proud title of "The Old Lady of Lazaretto Creek" mislead anyone into thinking that Ausonia spends all her time drowsing in semi-retirement in harbour, it must be pointed out that these celebrations were held on passage from Naples to Malta; and that she is the proud possessor of the Blue Riband of the Malta Channel, a trophy wrested from H.M.S. Forth off Cape Spartivento.

Nor is Naples the only port whose scenery has been temporarily enhanced by her unique silhouette. Since last November the ship has visited Corfu, Taranto, Tarragona, Marseilles and Navarin Bay; and at the time of writing is looking forward to a cruise in November.

Not that time spent in Malta can be described as restful. In the past twelve months the repair staff has averaged just under 12,000 man hours a month, of which 500 hours a month have been "overtime." The staff have worked on a total of 44 different ships, ranging from Fleet Carriers to submarines—and this figure does not include the ever-present C.M.Ss.

SPORT AND CULTURE

Sport, too, has occupied the ship's company's attention to some effect. The ship's soccer team played 117 games last season, and won the Soccer League—though this time the cup eluded them. Rugby and hockey have also flourished. But perhaps the most interesting match was cricket in Corfu, where the ship was soundly beaten by the very pro-British islanders who

have made cricket their national game ever since the British occupation in the 19th century.

The Medfoba parties have taken an M.F.V. to Sicily, where they climbed Etna; visited Pantellaria; explored Leptis Magna; and bicycled from Naples to Brindisi, and from Tarragona to Marseilles.

The ship has continued to make its mark on a slightly more cultural plane. Last November an extract from Shakespeare's "A Midsummer Night's Dream" was presented at the Army Drama Festival, with fairies recruited from the Wrennery. At this performance the captain's secretary won the award for the best actor in the festival—an achievement all the more remarkable because he was on the stage for only 90 seconds. At Christmas a pantomime was produced ashore, this time dragging in not only the Wrens, but also the Commandos. And in February Ausonia won second prize in the Naval Drama Festival.

The Old Lady is certainly alive and kicking!

This month will mark a rather sad occasion—farewell to Captain Best. He has been with the ship ever since she began her new lease of life in the autumn of 1958, and has steamed her almost 10,000 miles. Those in Ausonia will, indeed, be sorry to see him go; but they welcome the new Commanding Officer, Captain Morrow, who will have the satisfaction of proving that Ausonia, for one, is not "too old at 40."

Forth leaves Malta

H.M.S. Forth, the naval depot ship which, for the past 12 years has been based on Malta, left the island on October 1 for Devonport.

Forth is to become the submarine depot ship for the newly re-formed Second Submarine Squadron which will be based at Plymouth. She will recommission this month and two of her "brood" will be Taciturn, due to commission this month, and Alaric, due to commission in November.



H.M.S. Taciturn as she appeared in October, 1944

Sunderland sees navy veterans on parade

GREAT DAY FOR WEAR

Other services represented

SUNDAY afternoon, September 4, saw ex-Service men in their hundreds marching through the streets of Sunderland to martial music supplied by Herrington Military Band and Sunderland Police Band.

The occasion was the gathering of representatives and standards from all parts of the North East of Royal Naval and other ex-Service associations, to dedicate the Standard of the Wear (Sunderland) Branch of the Royal Naval Association.

The service was held in Bishopwearmouth Church, and the standards were paraded through the town, past the saluting base at the Town Hall where the salute was taken by Capt. Holt, Commanding Officer, Tyne Division, R.N.R., supported by the Mayor and Mayoress of Sunderland and Rear-Admiral Hutton.

After the procession more than 400 members and guests of the R.N.A. sat down to high tea, enjoying at the same time musical numbers played by the Herrington band.

Capt. Holt, in complimenting the members on the excellent parade, said it was obvious that some of the discipline and training they had learned in the past was still with them in their marching, bearing and seaman-like turn-out.

Further tributes were paid by the Mayor (Alderman J. Tweddle) and Mr. F. Wade (National Chairman, R.N.A.), who pointed out that this day must be a proud one for the 20 founder members who, less than three years ago, gathered on the banks of the Wear to inaugurate the new branch in Sunderland.

Dr. R. S. Thubron (President of Sunderland Branch) replied that he was justly proud to be associated with the men whose service in or with the Royal Navy had brought them together on this memorable occasion.



Members of the Wear (Sunderland) Branch of the Royal Naval Association, parade through Sunderland behind the Standard after the dedication ceremony at Bishopwearmouth Church. (Photo: By courtesy of The Sunderland Echo.)

A SEAMANLIKE TURNOUT



The Standard leaving the Bishopwearmouth Church, Sunderland. (Photo: By courtesy of The Sunderland Echo.)

U.A.R. Fleet biggest sea power in area—U.A.R. Admiral

NAVY DAYS IN EGYPT

NAVAL units of the United Arab Republic held Navy Days on August 27, 28 and 29 at Alexandria, Suez, and Latakia, and opportunity was taken by various U.A.R. officers to laud the achievements of its forces.

"Submarines, minesweepers, torpedo boats and destroyers took part in a naval review in Alexandria's western harbour where thousands of citizens had gathered," it is reported.

People on board El Zafer, a Russian-built Skoryi class destroyer of 2,200 tons standard displacement (Al Nasser is a similar destroyer and one of these was set on fire by British forces during the Suez action, November 1, 1956), inspected the guns, depth charges and torpedo tubes and listened to "an account of the tactics employed by the U.A.R. fleet during the 'aggression'."

During the Navy Days celebrations helicopters flew over Cairo and the ports dropping sweets and paper flags.

Admiral Soleiman Ezzat, Chief of Staff of the Naval Forces, laid the foundation stone of what will be the biggest naval workshop in the U.A.R. The workshop, one of the five-year-plan projects to be aided by the Soviet Union, will be completed at the end of next year.

The Admiral also said: "The U.A.R. Fleet is the biggest sea power in the area," adding that the venue of U.A.R. submarines in the Mediterranean had changed the strategic balance of the area. "Some countries had even begun to change their armament policies and their methods of training."

Whilst we agree with the Admiral

when he said "... faith and determination to win are the most important weapons in any military operation," his statement that "U.A.R. torpedo boats had gone into action against the enemies' heaviest cruisers at the time of the 1956 'aggression' in a spirit of the highest order," will find an echo outside the realms of the U.A.R.

In striking contrast to the Royal Navy's Navy Days, when the occasion is one of meeting the Navy and the men who man the ships, the U.A.R.'s Navy Day celebrations were the occasion of pointing out—to the people of the U.A.R.—just how strong the U.A.R. Navy was.

Lieut.-General Gamel Feisal, the Northern Region's First Army Commander, speaking to the men of the Navy, said that the "enemy" was well aware of the U.A.R.'s naval strength and declared: "We have destroyed the enemy's means of committing aggression upon us and blocked the way to his ambitions."

[Note.—According to Jane's Fighting Ships the U.A.R. possesses 4 destroyers, 4 frigates, 2 corvettes, 6 seagoing and 3 coastal type submarines (all ex-Russian), 4 fleet minesweepers, 10 coastal minesweepers, and about 3 dozen smaller craft (M.T.B.s. and M.L.s.). The strength of the Navy was 6,000 officers and men.]

AMERICAN BISHOP DEDICATES CHRISTMAS ISLAND CHURCH

A NEW church, built in six months, of coral stone, was recently dedicated on Christmas Island, by an American Bishop.

The new church of St. George's, built by airmen, soldiers and sailors working on the island was dedicated by the Right Reverend H. S. Kennedy, D.D., Bishop of Honolulu and the Hawaiian Islands.

The base on this Pacific island—one of the most isolated places in the world—is within the diocese of the Bishop of Polynesia, but as there are no regular means of contact with him, the Royal Air Force flew Dr. Kennedy from Honolulu in a R.A.F. Hastings aircraft which calls there twice weekly for rations for the Christmas Island Service men.

The Bishop was received by the Base Chaplain, the Rev. J. D. M. Hones, R.A.F., and his two churchwardens, W/Cdr. K. R. Richardson, the Base Commander, and Major D. G. Raschen, R.E., and also present was the acting resident naval officer, Lieut. B. Pragnell, R.N.

In Memoriam

Maurice Grey, E.R.A.I., C/MX898061, H.M.S. Chichester, Died July 29, 1960.
John Alan Stovell, A.R., P/JX905864, H.M.S. Layburn, Died August 7, 1960.
Thomas Brian Clay, Stores P.O.(V), P/MX904179, H.M.S. Acute, Died August 12, 1960.
Donald Francis O'Leary, M(E)1, D/KX 597094, H.M.S. Loch Ruthven, Died August 16, 1960.
William James Thomas Long, Regulating P.O., P/MX801103, H.M.S. Phoenixia, Died August 18, 1960.
Leslie George Martin, Act./P.O., P/JX 901508, H.M.S. Sea Devil, Died August 22, 1960.
Cyril Arthur Richard Dolley, C.P.O., P/JX145165, H.M.S. Wessex, Died August 24, 1960.
Sub-Lieutenant Horace Edward Bleakley, R.N., H.M.S. Fulmar, Died August 30, 1960.
William Hughes, P.O., Air Fitter (AE), L/FX855296, H.M.S. Heron, Died September 2, 1960.
Kenneth Eric Hawlin, E.R.A.I., P/M 963188, H.M.S. Dolphin, Died September 2, 1960.
Brian John Cawser, O.A.I., P/M968835, H.M.S. Lion, Died September 7, 1960.
William Jones, Pensr. Recruiting Officer, R.M. P/JX474, London Recruiting Office, Died September 7, 1960.
Alexander Parker Hannah, Ord. Sea, P/J981005, H.M.S. Terror, Died September 10, 1960.
Lieutenant Nicholas Albert Croad, R.N., H.M.S. Albion, Died September 14, 1960.
Lieutenant Robin John Edwards, R.N., H.M.S. Albion, Died September 14, 1960.
Lieutenant Harold Bond, R.N., H.M.S. Ark Royal, Died September 17, 1960.
Lieutenant Daniel Coultis Marjoribanks, R.N., H.M.S. Ark Royal, Died September 17, 1960.

Book Review

A STIRRING TALE OF ONE OF THE LAWS OF THE SEA

THERE is no squeamishness in war and this is brought out in *The Judgement of Oleron*, by Donald Moore (Hodder & Stoughton, 16s.) with remarkable clarity.

It is the story of the Swedish tramp steamer Oleron and of her single-minded captain who, invoking one of the most ancient laws of the sea, sets about attempting to rescue men of the escorting warship of a convoy who may still be alive after their ship had heroically taken on an enemy attacker of much greater power and had gone to almost certain death.

The Swedish captain could not be certain that the warship's men were there, but facing storm and tempest and the taut nerves of his own crew and passengers, persisted, once the crew had, perhaps unwillingly, given

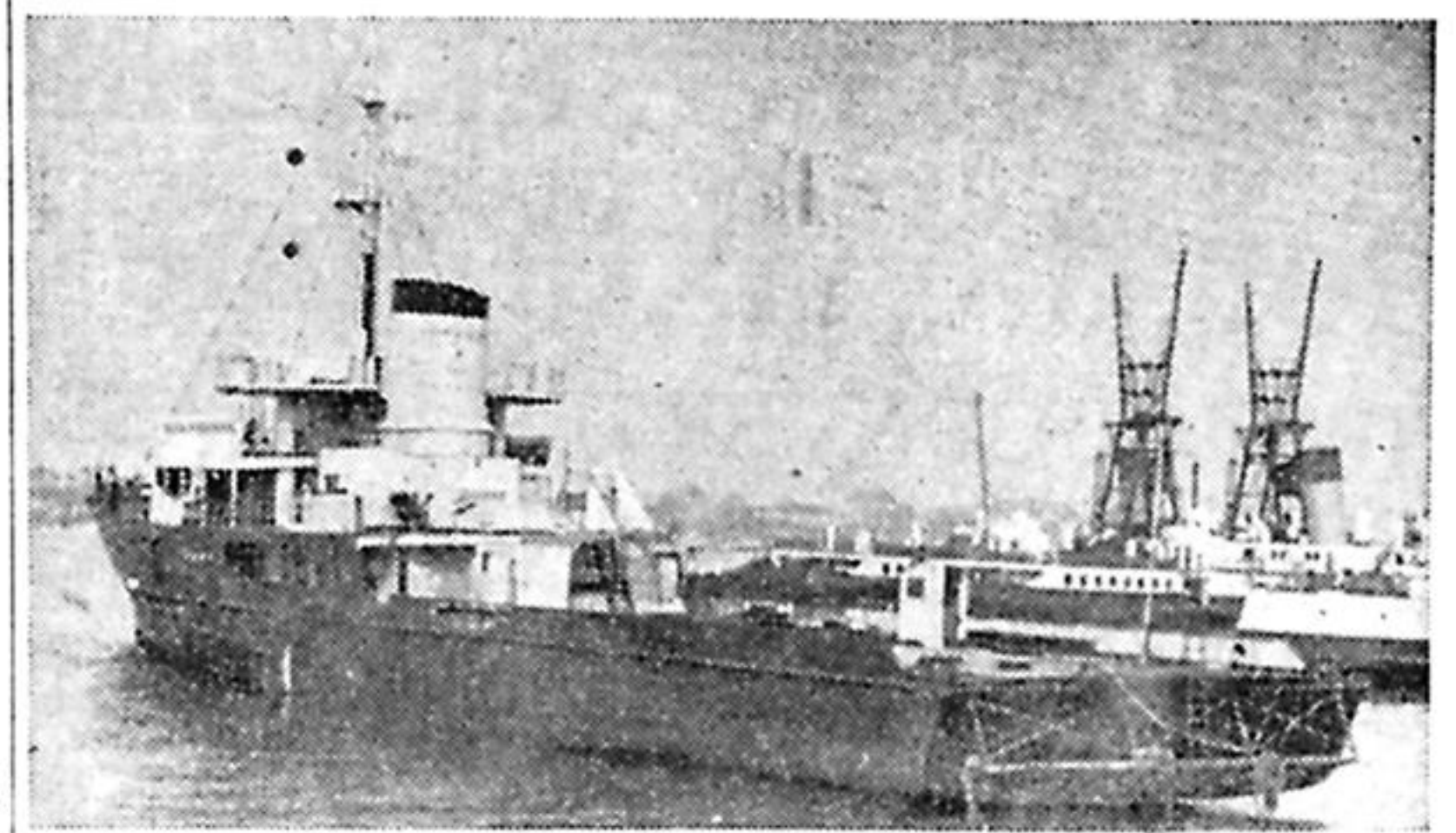
their consent to the search, in an almost suicidal course of action.

Many will recognise in the story H.M.S. Jervis Bay and the Swedish ship Stureholm, without whose gallantry, in rescuing survivors, it is unlikely that any member of the crew of the Jervis Bay would have lived.

True in circumstance and utterly absorbing, "The Judgement of Oleron" is a powerful story, graphically told by a man who knows the sea and the men who sail it.

ACHARBEE

The United Services (Portsmouth) rugby football team beat Northampton 16 points to 11 at Portsmouth on September 24.



Deepwater about to be towed to the breaker's yard

Vernon says farewell to Deepwater

Advancements

THE ex-German ship Deepwater, which has been used for the last 12 years as the Diving School of H.M.S. Vernon, was towed from Vernon on September 12 on her last voyage—to a shipbreaker's yard at Southampton. Deepwater's history has been brief but interesting.

Originally named "Walter Holthapel" she was launched in 1940 and used by the Germans as an experimental ship for electric torpedo firing.

In 1946, Captain W. O. Shelford, R.N., then Superintendent of Diving, was touring the continent viewing diving equipment. When he saw the ship he noticed it was fitted for diving and after a battle for possession with the Americans, the ship was finally sailed to England with a German crew.

Unfortunately the crew could spend only two hours in Britain before returning under escort. Their English counterparts, having no time to familiarise themselves with the ship were forced to learn by trial and error.

Until H.M.S. Reclaim was completed 18 months later the German ship, rechristened Deepwater, was used as a diving vessel. The dockyard had great difficulty in maintaining her, no spare parts were available, and eventually she was taken out of sea-going service.

This coincided with the transference of the diving school from H.M.S. Excellent to H.M.S. Vernon and Deepwater was established as the new headquarters of the Diving School in 1948.

Although Deepwater has caught fire on one occasion and almost sank due to flooding last year, she held out until new accommodation was found for the school on land.

The farewell ceremony was most impressive. A special guard of midshipmen dressed in shallow water diving rig was provided. The bugler sounded "The Still" and a 21-gun salute (thunder flashes) was fired.

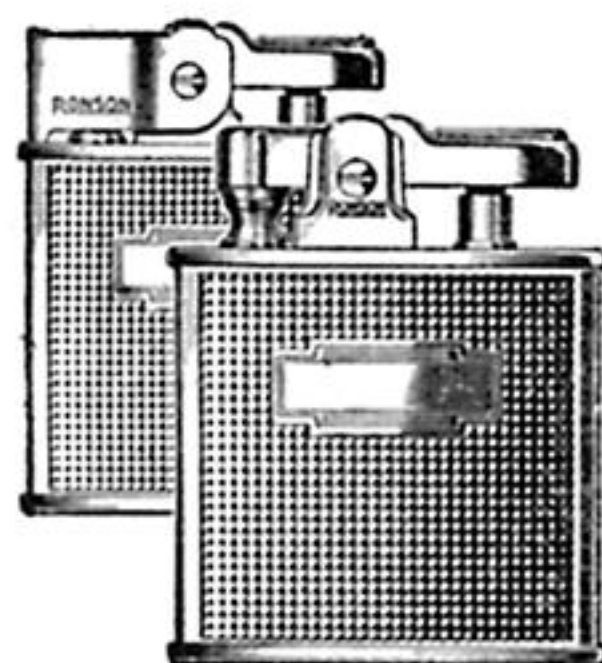
Capt. Shelford, the only British Commanding Officer, witnessed the departure.

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Ordnance Artificer R. Bamber, MX 863606.
To Chief Berth Chief Petty Officer P. H. Sayers, MX 61846; R. D. Jacobs, MX 63311.
To Chief Petty Officer A. R. Evans, JX 153092; L. C. G. Devenish, JX 160788; D. M. Ross, JX 145541; E. G. Maltman, JX 153379; W. Vissenga, JX 154748; T. W. M. Gillard, JX 356032; T. G. Drower, JX 139482; F. A. R. Hobbs, JX 145506; J. Roberts, JX 153158; R. J. Clayton, JX 161431; G. M. Rennie, JX 152131; G. A. Pengelly, JX 150837.
To Acting Chief Engine Room Artificer S. O. Veale, MX 818823.
To Acting Chief Mechanician W. G. S. Hook, MX 771801.
To Chief Engineering Mechanician F. Fuiter, MX 788663; P. Fenney, MX 789831; A. F. Long, MX 95884.
To Chief Shipwright Artificer J. F. R. Finch, MX 73064.
To Chief Electrician W. M. Baxter, MX 759556.
To Chief Communication Yeoman G. T. Byrne, JX 156879.
To Acting Chief Radio Electrical Artificer E. V. Newman, MX 83474.
To Chief Radio Electrician J. D. Leatherland, MX 769538; T. H. Pritchard, MX 846876; J. G. Watson, MX 847109.
To Chief Petty Officer Writer R. D. Taylor, MX 571931.
To Stores Chief Petty Officer (V) J. Henwood, MX 873025; C. A. Poole, MX 854687.
To Chief Petty Officer Cook (S) P. M. Little, MX 61960; A. W. Smith, MX 50110.
To Chief Petty Officer Cook (O) R. E. Cartier, MX 106243.
To Acting Chief Aircraft Artificer (AE) L/FX669847 R. Dance, L/FX668456 F. E. Rayner, L/FX668433 B. W. Mattocks.
To Acting Chief Aircraft Mechanician (AE) L/FX788930 W. R. Munro.
To Chief Airman (SE) L/FX646360 R. J. Oakley, L/FX760020 D. N. Thorne.
To Chief Radio Electrician (Air) L/FX833998 J. F. Sellick, L/FX892598 E. P. Gadd, L/FX848172 F. E. Pickering, L/FX752319 H. Barber.

Chief Petty Officer Brian Cawser, of H.M.S. Lion, died on September 7, following a car accident at Bedhampton. Petty Officer Keith Jones and Petty Officer Trevor Palethorpe, both of H.M.S. Excellent were injured.

Something to write home about!



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NEWS OF OTHER NAVIES

Both Queens could be parked on the flight deck WITH THE U.S. NAVY'S SIXTH FLEET

(BY DESMOND WETTERN)

"READINESS, Respect, Responsibility"—the three "Rs" are the motto of the U.S. Navy's Sixth Fleet in the Mediterranean. Recently British Press correspondents had the opportunity to see something of how this great fleet operates. Anyone used to a British fleet carrier—even such as Ark Royal—cannot fail to be impressed by the size of the giant 73,000-ton attack carriers such as Independence and Saratoga. It has been said that the width of their flight deck is such that the Queen Mary and Queen Elizabeth could be docked side by side!

But while the firepower of this great fleet with its 2,000-mile-range A-3D Skywarrior bombers and missile ships such as the converted heavy cruiser Canberra (13,600 tons standard displacement) is certainly most impressive, it is the smaller details which are perhaps of greater interest to anyone who has served in H.M. ships.

In the American carriers there is a much clearer-cut division between the air group and the ship's personnel. The British practice of appointing an officer for watch-keeping duties in a small ship in between Fleet Air Arm appointments is relatively unknown, though it does happen on occasions. There is thus a tendency in the U.S. Navy for officers to become aviation specialists. Only from the rank of commander does a U.S. Navy flier tend to broaden his experience in other kinds of appointment.

Unlike the British procedure of reforming the air group each time a carrier pays off and recommissions, the air group in a U.S. carrier remains with the ship until she goes into dockyard hands for a long refit. Thus an air group may remain in the same ship for three or four years.

21-HOURS-A-DAY SERVICE

In the carriers everything, hardly surprisingly, revolves round the air group. In the Intrepid, for example, there is a 21-hours-a-day hot-meal service. This was provided largely for the benefit of aircrews and hangar staff. Escalators from the aircrew's briefing room to flight-deck level are

another example of the way everything possible is done to reduce fatigue and speed up the movement of aircrews to the flight-deck park.

One point that came as a considerable surprise was the custom of officers eating on the messdecks. At least one officer, usually the duty supply officer, is expected to eat daily with the ship's company.

In both the Independence and Intrepid internal television systems play a great part in the recreational facilities. In Intrepid language lessons are given nightly on television. During August the particular language being studied was Italian, as the ship's next port of call was Leghorn.

Apart from the carriers the only other ship open to the Press party was the cruiser Canberra. This ship, which is named after the R.A.N.'s famous cruiser lost in the Battle of Savo Island, has had her after 8 in. turret removed and replaced by two twin Terrier anti-aircraft missile launchers.

ONE MISSILE EVERY FIVE SECONDS

Though one of the earliest operational missiles in the U.S.N., the Terrier is certainly an impressive weapon. The Canberra can fire four missiles every 20 seconds. The magazine handling gear is strongly reminiscent of a brewery bottling plant. The only manual operation involved in getting the missiles from the moving belts up to the launchers is the fitting of the flight fins. The Terrier is a radar-beam rider. Commenting on the

possibility of an enemy plane jamming the radar controls, Rear-Admiral J. M. Taylor, U.S.N., who commands Cruiser Division Six, of which the Canberra is flagship, told me: "Maybe we have something to stop jamming."

FLEET AIR ARM BOYS TERRIFIC

Particularly heartwarming was the high praise given to the Royal Navy's 984 CDS, the angled deck, deck-landing mirrors and the steam catapult. And the Fleet Air Arm itself came in for a pat on the back from one senior squadron commander in Independence who told me: "Your Fleet Air Arm boys are terrific. On a course I did with them at Greenwich two years ago I had quite a job keeping up with them—they were so darn fit!"

But as a colleague of mine remarked in a television interview aboard Intrepid: "There was one thing I couldn't see anywhere. That cask with the words 'The Queen—God Bless Her.'"

Footnote.—Both the Intrepid and Canberra hold unusual distinctions. Towards the end of the war the former lost her rudder after a torpedo hit. To steady her head a sail was rigged forward. Using the sail she was successfully navigated across the Pacific.

The Canberra, during a recent cruise in the Pacific, fired a missile which landed the day before—by launching it across the international date line!

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Royal Naval Sailing Association's successes with ocean racing yacht

REMARKABLE NORTH ATLANTIC CROSSING BY A SMALL CRAFT

THE ocean racing yacht Belmore finished a most successful season by winning her class in the trans-atlantic race from Bermuda to Sweden. This comes on top of her wonderful achievement in taking second place from 134 starters in the Newport-Bermuda race, which was the best performance to date by a British yacht in the history of this classic event.

Belmore was generously lent by her owner (Mr. T. W. M. Steele) to the Royal Naval Sailing Association in order that she might compete in these important races. She had previously shown her paces by taking third prize in the 1958 Bermuda race.

She was sailed by an R.N.S.A. crew and skippered by Cdr. Erroll Bruce, who had successfully sailed the R.N.S.A. yacht Samuel Pepys in the 1950 and 1952 Bermuda and trans-atlantic races. Under him Cdr. Bruce had Capt. George Wheatley, R.M., Lieutenants Mike Tanner, Peter Palfard and Tim Sex, and Petty Officer Mullender. Just before the Bermuda race Palfard became medically unfit and Petty Officer Barrett had to be flown out as a last moment replacement.

After being shipped to Bermuda, together with Danegeld (owned by R. T. Lowein, a prominent R.N.S.A. member), Belmore sailed to New London, Conn., at the end of May, carrying out sail training during the 600-mile passage. In early June she competed in various races in and around Long Island Sound—all of which served to sharpen up the crew and to bring the yacht's gear and equipment to the peak of performance and ready for the stern tasks ahead.

RUGGED TEST

The Bermuda race is the most important offshore event in the western hemisphere and is sailed alternately with our own Fastnet race. The 625-mile course takes the yachts through the Gulf Stream, with its squally weather and variable currents, and across the open waters of the North Atlantic until they eventually make their landfall on the low, reef-strewn island of Bermuda. It is a rugged test of seamanship, navigation and sail trimming, requiring non-stop effort on the part of the crew for five days or more.

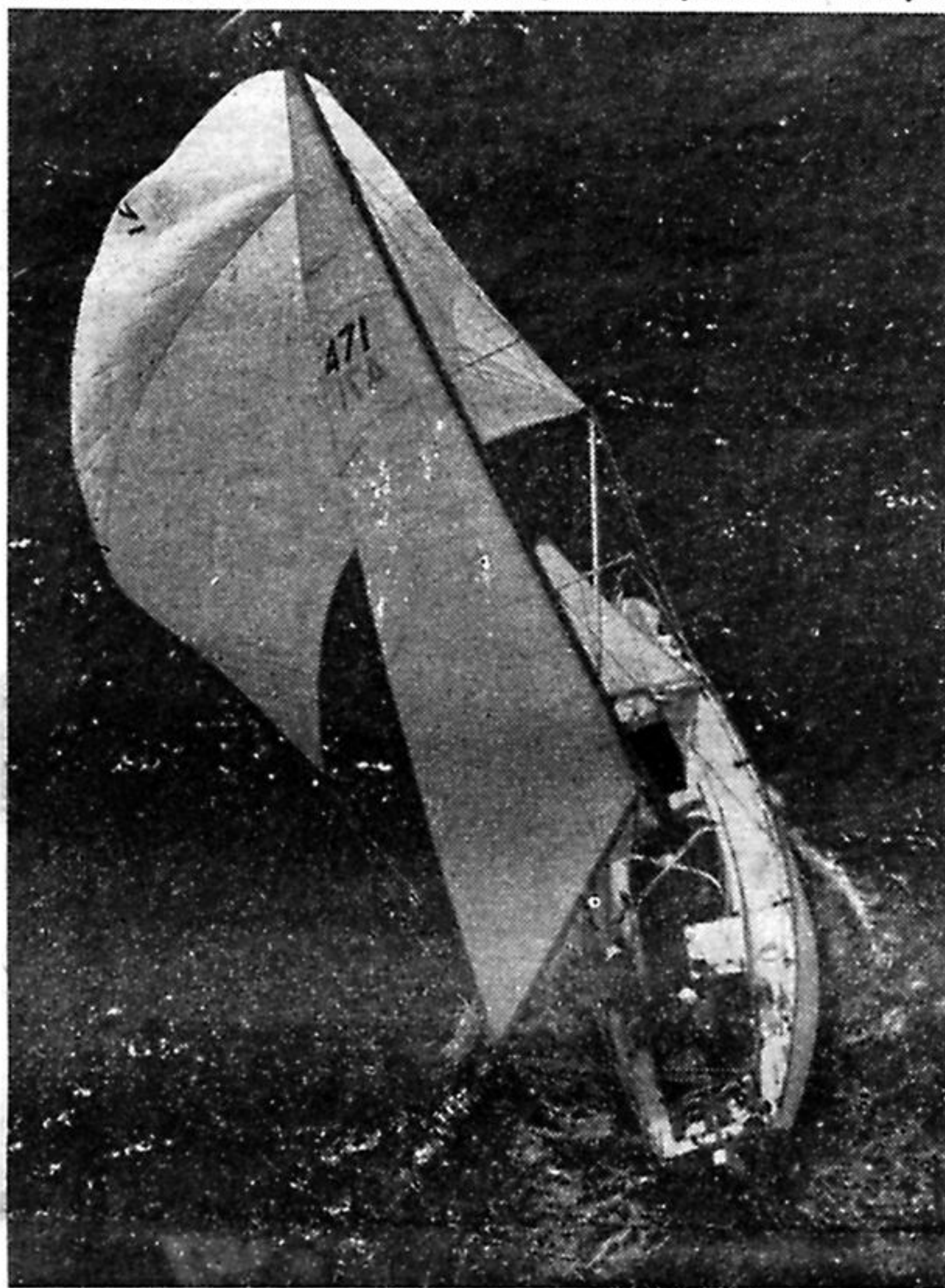
This year's race started on June 18 in thick fog off Newport R.I. (the waters in which the America's Cup races are held). The fog persisted for 36 hours, but cleared before the fleet reached the Gulf Stream. In Belmore this allowed accurate navigation, with sextant sights and Consul counts every half-hour in order to pick up the southern meander in the Gulf Stream. Belmore, in fact, picked up 73 miles from this south-going set, while her great rival, Finisterre (Carleton Mitchell), subsequently reported much the same kick.

After several hours of very light going the wind increased to gale force, which caused several casualties amongst the 134 starters. But Belmore (together with the other successful boats) pressed on under shortened sail and passed many yachts a good deal larger than herself which were hove to. She was not without her share of troubles, however, and only quick action on the part of the crew saved the mast when a shackle parted.

Although she was one of the smallest yachts in the fleet Belmore was the 35th boat to finish—well ahead of many larger rivals which had started an hour before her. On corrected time she was second in her class and second in the overall placing, being beaten only by the redoubtable Finisterre; a really splendid performance.

NORTH ATLANTIC RACE

After a week in Bermuda 17 yachts set off on the 3,200-mile race across the North Atlantic to the Skaw light-ship off the north-east tip of Denmark. The fleet included some of the world's best ocean racers from America, England, Sweden and Germany; many of them had been successful in their class in the Bermuda race, while others had raced across the Atlantic in previous years. They were split into three classes, depending on size. The large yachts in Class A numbered seven, and ranged in size from the 72 ft. yawl Escapade to the British sloop Drumbeat, who was distanced 500 miles from Bermuda and sailed 700 miles to Halifax under jury rig. Class B consisted of six well-matched yachts, including the American Carina, who had won two previous trans-atlantic races as well as the Fastnet race. Class C consisted of four smaller



Belmore somewhere off Bermuda. (Photo: By courtesy of "R.N.S.A. Journal")

yachts, including Belmore and Danegeld, with the American Delight and the Swedish yacht Casella II. On the average Class C received two days from Class B and four days from Class A.

GALE FORCE WINDS

The race started with moderate to strong S.W. winds and in the first week Belmore made excellent progress, clocking up 1,173 miles. On four successive days she ran 183, 180, 175 and 184 miles. This brought her to the imaginary Point A, which had been fixed by the committee to keep yachts clear of drifting ice reported on the Grand Banks. Then came a 2,000-mile leg across to the Hebrides. Several days of gale force winds were experienced in the Rockall area and Belmore made her landfall on St. Kilda—having sailed the 2,800 miles from Bermuda in 18 days 16 hours, giving an average speed of over six knots. This

was a remarkable passage for a small yacht.

Belmore crossed the finishing line 24 days and three hours out from Bermuda. Casella II finished three hours later, and three hours behind her was Delight. On corrected time Belmore was 11 hours ahead of Delight, who beat Casella II by just over three hours.

Figaro (W. T. Snaith) in Class B was the overall winner. She managed to miss most of the calms and completed the course in 20 days six hours. The fastest passage was made by Escapade in 19 days one hour.

Belmore did not linger in Sweden. She was soon on her way home to Portsmouth, where her crew paid off and she was returned to her owner. He must be proud of his yacht—just as the Royal Naval Sailing Association are proud of her skipper and crew, who raced her with such determination and success.

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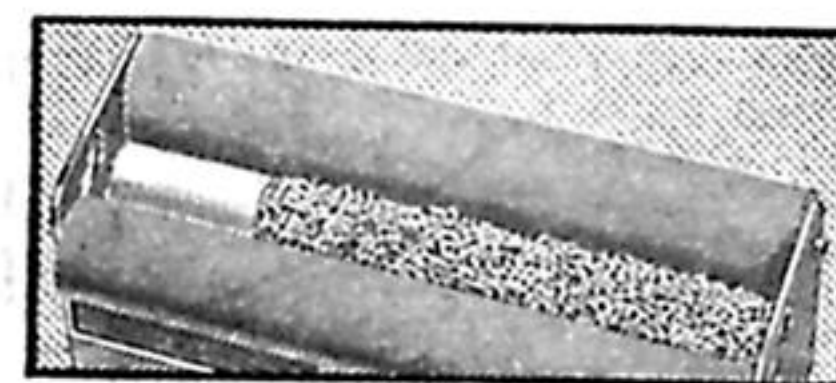
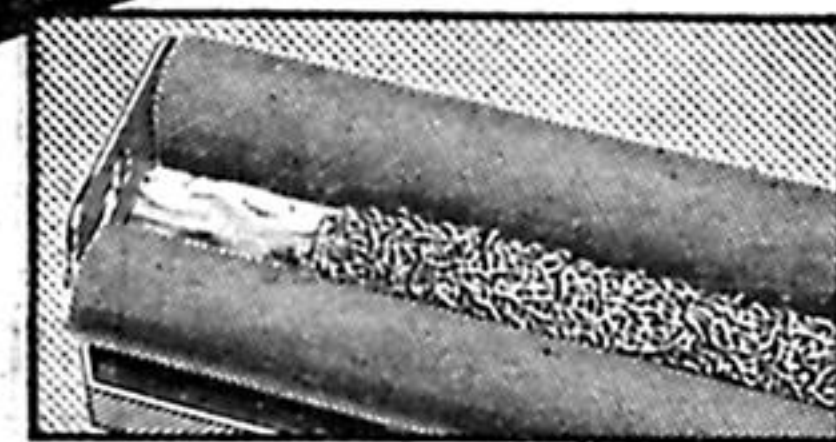
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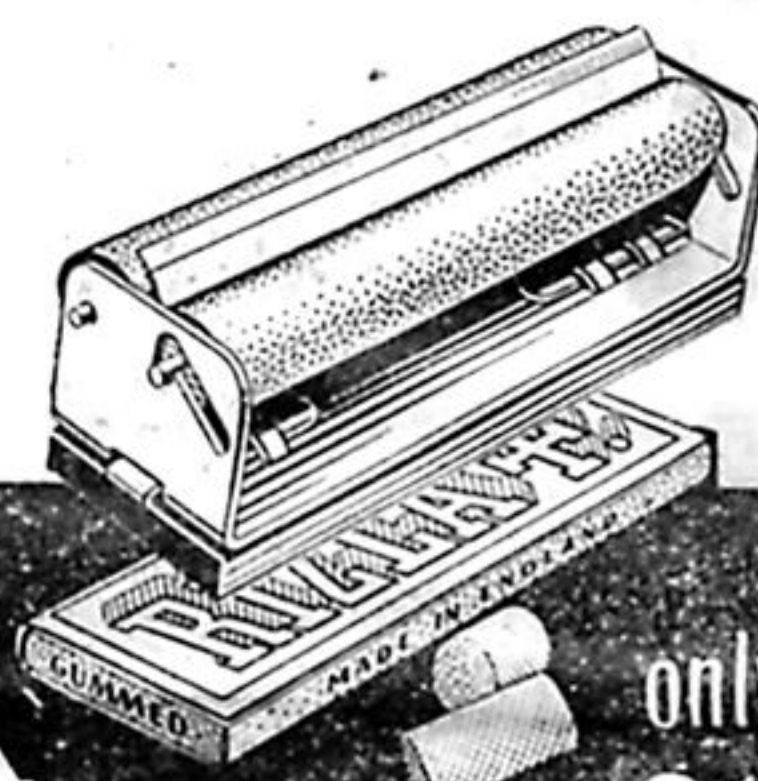
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